Report of the Committee of the
Bengal Chamber of Commerce
1 May 1873 to 31 October 1875

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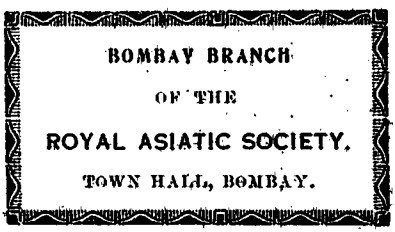


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# REPORT

OF

THE COMMITTEE

OF THE

# BENGAL CHAMBER OF COMMERCE.

133018

From 1st May to 31st October 1873.

Calcutta:

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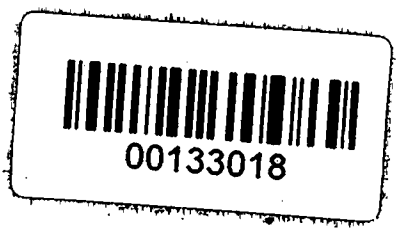
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# BENGAL CHAMBER OF COMMERCE.

## Report of the Committee for the half-year ended 31st October 1873.

THE Committee have the pleasure to submit their Report on the principal subjects which have come under their consideration during the past half-year.

### LABOR DISTRICTS EMIGRATION BILL.

THE Labor Districts Emigration Bill came before the Committee just before their last report was issued. A Sub-Committee of Members, more especially interested, was appointed to consider the provisions of the Act. They went through it carefully, Section by Section; but before their report was ready, the Bill had undergone several important changes at the hands of the Select Committee of the Council. And, further, a proposition made by His Honor the Lieutenant-Governor had been published, desiring to introduce free recruiting into the Labor districts along with recruiting under the Act. The report of the Sub-Committee had therefore to be remodelled,

and it now includes their views on the provisions not of the original, but of the amended Bill, and on the Lieutenant-Governor's proposition. These views are held by Members practically conversant with the subject, and are therefore entitled to every consideration. The question of the possibility or advisability of the two modes of recruiting, running side by side in the same district, has been condemned by the Sub-Committee and by others competent to give an opinion, and it has been thrown out by the Select Committee of the Council. The whole subject is still before the Council.

*From Chamber of Commerce to Government of Bengal, Legislative Department.*

*Calcutta,* 16*th August* 1873.

The Committee of the Chamber of Commerce in their letter of 7th March last submitted for the consideration of the Council of the Lieutenant-Governor some general objections to the Labor Districts Emigration Bill, and proposed to place before the Special Committee of the Council such further observations on the provisions of the Bill as might be considered pertinent to the measure under discussion.

A Sub-Committee of the Chamber was appointed to report upon the Bill as originally introduced into the

Council, and as subsequently amended by the Select Committee; and they have recorded their opinions in the accompanying communication which I am desired to place in your hands for presentation to the Honorable the President of the Council.

In the report on the several sections of the amended Bill the Committee of the Chamber entirely concur.

With reference to the question of free recruiting they strongly incline to the opinion so distinctly expressed in the Sub-Committee's letter that the two methods of recruiting cannot run side by side without working grievous harm to both.

The Committee, however, believe that for the future the labor requirements of the Tea districts will be mainly supplied by the "garden sirdar"— or, what has been aptly called—the *domestic* system of recruiting, and in their opinion the time has come when recruiting might be left entirely free, save as regards such sanitary regulations as may be necessary in steamer transport. They would at the same time deprecate any change at present in the provisions of the existing Act relating to contracts and the obligations of planter and cooley in the district of labor.

In their letter of 7th March the Committee recommended the establishment of a central depôt, through which all emigrants should pass before embarkation. This was put forward as one means for overcoming the objection made by the medical officers to the existing

Act. Further investigation and enquiry, however, have convinced the Committee that whatever advantages the plan of a central depôt may possess in affording the medical officers the opportunity of ascertaining the freedom or otherwise of the emigrants from epidemic, the disadvantages attending their unavoidable over-crowding in the depôt are far more serious, and I am directed to request you will consider the suggestion as withdrawn.

I am also instructed to say that the last paragraph of their letter had reference principally to transport by native boats to gardens *in Assam*. During the greater portion of the year boat travelling to Cachar is unattended with danger and best suited to the habits and mode of living of the emigrants, as they have freedom from the numerous regulations observed on board steamers.

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*Calcutta, July* 1873.

To the Committee of the
Chamber of Commerce.

Gentlemen,

Having accepted the invitation of the President to report, in the capacity of a Sub-Committee of the Chamber, on the Labor Districts Emigration Bill now before the Legislative Council of the Government of Bengal, we beg to place at your disposal, for such use as you may think proper to make of them, the opinions we have formed regarding some of its provisions.

We have examined the Bill carefully, clause by clause,

and recorded several objections to the proposed measure ; some of them have been removed by the amendments of the Bill made in Select Committee, and we have accordingly omitted these in our report.

These amendments, however, do not in our judgment go sufficiently far : some of the provisions of the Bill which the Select Committee have allowed to stand are still in our opinion open to objection, being to a great extent unnecessary and impracticable, and we hope they will be so altered as to prove really acceptable to all parties interested in tea cultivation and emigration.

We have had the advantage of receiving communications regarding the Bill from some experienced planters. We annex three of these, together with three others relating specially to free recruiting referred to below.

A proposal as to free recruiting has lately emanated from His Honor the Lieutenant-Governor, and as the same has been published in the *Calcutta Gazette* and largely circulated by Government to those interested in Tea, it may be desirable to include in this report the result of our consideration of the proposal.

While we would gladly hail the removal of many of the restrictions on recruiting laborers which at present exist, the Sub-Committee have felt bound to consider carefully the effects of the change now brought forward ; and to assist them in this, the opinions of experienced planters have been obtained as to the practical working of the free system sketched in His Honor's letter of 2nd June last, should the same come into force.

We are of opinion that the two-fold system of engaging coolies *under* the Act or *outside* the Act would be found to work very badly in practice: the minds of both sets of people would probably be unsettled; the man under engagement would envy what he considered his neighbour's more fortunate position, and begin his three years' term with ill-will and discontent; while the man recruited *outside* the Act could, on arrival at the garden, turn round and refuse absolutely to enter into any engagement, and the cost of importation would be irrecoverable. We would record our strong objection also to the restriction the Lieutenant-Governor would impose on the duration of a free recruited laborer's contract, *viz.*, one year. It is well known that newly imported coolies are of little use for some time after their arrival on a garden. If the system can be made otherwise acceptable to planters, we think the engagement should be binding for the usual three years, or two at shortest.

*Section* 5—provides that the Lieutenant-Governor may from time to time make rules consistent with the Act which shall have effect as if they were contained in the Act: and there are several enumerations of the power which the Lieutenant-Governor may exercise.

The Sub-Committee are of opinion that although this section forms part of the existing law, Act II of 1870, it is not expedient to introduce it in the Bill: the details are too numerous for Government to undertake; whatever is necessary should be declared in the Act without alteration, variation, or revocation, and confined to sanitary and dietary arrangements. The contract of ser-

vice should also be published in the Bill and form part thereof.

*Section* 16—provides that every superintendent of emigration shall license so many fit persons as to him seems necessary to be contractors, and so many persons as to him seems necessary to be recruiters, for engaging and supplying natives of India for the purpose of laboring for hire in a labor district.

We are of opinion it is not for this official to determine what labor is needed: and consequently the independent power given by the Bill is uncalled for. The provision is totally unnecessary.

*Sections* 17 *and* 18.—These two Clauses provide penalties for recruiting, conveying, or entering into contracts to supply laborers without due authority, and employing unlicensed contractors, recruiters, or garden sirdars—the former to the extent of imprisonment which may extend to six months or with fine extending to 500 rupees; the latter to fine to the extent of 500 rupees.

In both cases the penalties are excessive, in our opinion, and far greater than the existing Act prescribes.

*Section* 19—provides that contracts for service shall, *inter alia*, specify the price at which "food" is to be supplied to the laborer. The existing Act prescribes "rice" as the sole article of supply; and we are of opinion that the term "rice" should be continued: the term "food" being too large and capable of covering articles of consumption not contemplated by the Bill.

*Section* 21—provides that a fee not exceeding 3 rupees shall be paid by the garden sirdar to the Magistrate who countersigns his employer's certificate.

*This also is an innovation,* there being no such provision in existing Act, and we object to any fee being so paid.

*Section* 22—provides that if a garden sirdar is authorised to engage more than 20 emigrants, he shall be subject to the Act as a recruiter.

We object to this provision, although it is contained in existing Act: and are of opinion that the limit to the number of emigrants so engaged might be safely raised to 30.

*Sections* 23 *and* 24—provide that garden sirdars have no authority to engage laborers until their certificates have been countersigned by the Magistrate of the district in which they are so engaged, or by the Commissioner of Police in Calcutta, if engaging laborers there; and that such sirdars shall take the engaged laborers to said Magistrate to be examined with reference to such engagement before such laborers proceed to labor districts.

We are of opinion that from the proved impractability of these provisions—which are a part of the existing Act—they should be withdrawn. In the labor district the agent or manager of a garden gets the license or certificate signed; but in the recruiting district the cooley recruiters can get access to Magistrate only through the amlah, involving bribery and corruption.

*Section* 25—provides that the Magistrate only shall examine the laborer with reference to his engagement: whereas the existing Act authorises the Magistrate of the district or in charge of the sub-division of the district or other officer specially directed in that behalf or the Superintendent of labor transport in Calcutta.

If this provision for examination be insisted on, we are of opinion that the existing Act should be adhered to as regards the option of appearing before any authorised official and not limited to appearing before Magistrate only.

We also object to the term "food" in the 5th Section of this Clause for reasons already given; and we also object to the prescribed fee of 2 annas for each person examined. There is no such provision in the existing Act.

*Section* 28—provides that for the registration of every emigrant the garden sirdar shall pay to the registering officer a fee not exceeding one rupee and eight annas.

*This is a new provision,* and as an additional tax on the tea planter we object to its imposition.

*Section* 29—provides that after registration contracts of emigrants shall be executed by garden sirdars on behalf of their employers.

We are of opinion that such contracts should be signed, as is now done, by European agents or representatives of gardens in Calcutta.

*Section* 30.—This Clause will be unnecessary if our preceding objections are allowed.

*Section* 31.—We are of opinion that registration of emigrants from places not under the control of the Government of Bengal should be made in Calcutta.

*Section* 32—prohibits garden sirdars proceeding to labor districts with more than 20 emigrants, without permission of superintendent or embarkation agent.

What we say on Section 22 as to limit applies to this.

*Section* 33.—A provision has been introduced into this Clause, *which is not in existing Act,* for cancelling contracts between garden sirdars and emigrants.

We object to it as a hard measure on the planter who has spent money in engaging labor and had no personal hand in the matter.

Let ill-treatment by garden sirdars be visited on them and not the innocent employers.

*Section* 34.—We are of opinion that the "expenses" provided for by this Clause should have a limit.

*Section* 35—provides that garden sirdars shall "without delay" report arrival with emigrants to Magistrate of labor district, under penalty of imprisonment extending to three months.

We are of opinion that the expression "without delay" is too vague, and that the time should be specified. The penalty of three months' imprisonment is, we think, excessively severe for such an offence. Suppose the Magis-

trate, to whom the report "without delay" is to be made, is 20 miles away and unable to attend to the duty imposed on him by the Act, how is the provision of the clause as to comparing number of arrived emigrants with number registered, and reporting casualties during transit to be observed?

*Section* 36—provides that any fine imposed on a garden sirdar may be recovered from his employer, and by distress and sale of the moveable property of such employer.

*Section* 42—*is a new provision*, and a most arbitrary one. In addition to extra expense thrown on contractors the plan of congregating coolies affected, or likely to be affected, by disease, instead of separating them, will be more likely to increase mortality than to check it.

The penalty for refusal to enter or remain in the proposed hospital depôts is ridiculous: suppose, for instance, an emigrant suffering from some contagious disease refuses to go to such depôt, he is liable to fine, which he may not be able to pay, or to imprisonment; would the Magistrate admit such a person into the Jail?

We object to the clause *in toto*.

*Section* 49.—We repeat our objection to the term "food" in this Clause; the word "rice" should be substituted; and we are of opinion that the duty of the Mofussil Magistrate should be limited to the registration of laborers engaged in his district; the final contract being made in Calcutta, where locality of future service and other contract details should be determined. The

25th Clause of existing Act should be retained—"garden sirdars" being omitted.

*Section* 52—provides that the recruiter shall pay to the registering officer a fee of one rupee and eight annas for the registration of every emigrant.

*This is a new Clause,* and we object to it for the same reason as we object to Clause 28.

*Section* 68—provides that the Superintendent of Emigration may punish with fine not exceeding 50 rupees any contractor or recruiter guilty of any breach of the Act relating to those people.

*This is a new Clause ;* there is no such provision in the existing Act.

We consider the fine excessive, and are of opinion that a Magistrate, and not the Superintendent of Emigration, should be the authorised person to punish with fine.

*Section* 70—provides, by its last section, that the master of any vessel in which at one time more than 20 emigrants are conveyed without a license shall be punished with fine which may extend to 500 rupees.

We consider such a penalty too heavy.

*Section* 75—provides that if the master of such vessel allows any emigrant not entered in the list to proceed in the vessel, he shall be punished with fine extending to 500 rupees.

We consider the fine excessive, and that the qualifying term "knowingly," as in the 48th Section of existing Act, should be introduced.

*Section* 76—provides that the master of any vessel carrying emigrants without having on board a medical officer shall be punished with imprisonment, extending to three months, or with fine, extending to 500 rupees.

We are of opinion that the presence of a Doctor should not be compulsory in vessels carrying less than 50 emigrants, and that the provision of existing Act—Clause 62—should stand.

*Section* 77—provides that no vessel carrying 200 emigrants shall proceed on her voyage unless a medical officer who is a licentiate in medicine, or declared qualified for such charge by order of the Lieutenant-Governor, has been appointed to the charge of such emigrants.

*This is a new Clause,* and we are of opinion that if the Government insist on a diplomaed Doctor attending the emigrants, Government should supply him at their own cost.

*Section* 81—*is a new Clause,* and provides that the Magistrate may regulate the communication between such vessel and the land, and may prohibit all persons leaving or proceeding on board.

*Sections* 82 *and* 83—provide for the detention of the vessel and of emigrants in case of infectious or contagious disease, but no limit of time is assigned.

We are of opinion that a maximum period should be stated, and that it should not exceed five days.

*Section* 86.—We are of opinion that the provision of Section 51 of existing Act is preferable to the provision of this clause as respects the detention of vessels in case of rules not being properly observed.

*Section* 87—provides that the master shall not permit emigrants to leave the vessel on arrival at place of disembarkation without Magistrate's order.

We are of opinion that emigrants should be landed *at once* at the depôts at places of destination without waiting for Magistrate's order : and consequently that this portion of the clause should be struck out.

*Sections* 96 *and* 98.—We consider the penalty extending to a fine of 500 rupees excessive, and that the fine should be recoverable from master or owner and not by attachment and sale of vessel.

*Section* 101—provides for the payment of an annual fee of one rupee and eight annas per laborer for the purpose of defraying the expense of carrying out the purposes of the Act, an increase on the old fee which is not needed and to which we object.

*Sections* 104 *and* 105—provide that the Lieutenant-Governor may appoint in any labor district as many inspectors and assistant inspectors and establishments as he may think fit.

We are of opinion that the power to increase inspectorships indefinitely will be attended with vast increase of expenses to owners of Tea properties. Clause 5, §3, gives Lieutenant-Governor power to levy any fee he thinks fit ; but there should be a limit in this respect.

*Section* 106.—We are of opinion that it should be the work and duty of an inspector and not of the employer of laborers to prepare the returns required by this clause.

*Section* 108.—We consider the provisions of this clause too stringent and liable to be greatly abused.

*Section* 109—provides that the penalty for obstructing inspection or enquiry by an employer or any one acting for him shall be as provided in Chapter 10 of the Penal Code—that is, a fine of 1,000 rupees in addition to imprisonment for six months.

Clause 87 of existing Act limits such penalty to a fine not exceeding 500 rupees ; and we are of opinion that such penalty is sufficiently heavy for such an offence.

*Sections* 110 and 111—provide for the regulation of labor, daily tasks to be fixed, maximum of labor, &c.

Under Clause 66 of existing Act, the power of fixing daily tasks is vested in the employer solely—a copy thereof being sent to the inspector ; but the bill makes a material alteration in the relative position of the employer and inspector, since the former has to obtain the sanction of the latter before he can fix the daily tasks to

be executed by his own laborers, over whom he has thereby practically no control.

We are of opinion that the proposed alteration of the Law in this respect is open to the gravest objection, and we protest against it as a mischievous interference with the legitimate authority of the employer and subversive of the control and discipline which he alone has the right to exercise and maintain.

We annex as an appendix copy of a letter on this point from an experienced and well-known planter.

*Section* 112—provides that in the event of a laborer being temporarily incapacitated for work, he shall be entitled to receive wages at the rate of two-thirds of his contract wages, and in the event of such incapacity extending beyond fifteen days, the inspector shall determine the rate at which such laborer shall be paid.

We are of opinion that in cases of temporary incapacity for work, the laborer should be entitled to *subsistence money* only, as provided by Clause 88 of existing Act.

*Section* 113—*is an entirely new Clause*, and provides that in any action brought by a laborer against his employer for arrears of wages, the Magistrate may award in addition to the amount decreed as arrears of wages such damages as he may consider just.

We do not approve of the discretionary power thus vested in the Magistrate, and recommend that *all proved*

*costs* should be the maximum of the award in addition to decreed arrears.

*Section* 115.—This is a repetition of Clause 90 of existing Act; but we are of opinion that its provisions are objectionable.

*Section* 116—provides that the employer shall be bound to supply to his laborers good rice *or such other food* as the Lieutenant-Governor may direct, which the laborers will be entitled to purchase at fixed rates.

We adhere to the opinion previously expressed that *rice only* should be the article of food for laborers to receive from their employers. Clause 73 of existing Act limits food to rice, and we object to the proposed alteration.

*Section* 117—provides that employers shall supply sufficient hospital accommodation, medicines, and—where the laborers amount to 300 or more—a duly qualified medical officer. Clause 76 of existing Act contains the same provision; but the Bill proposes that such medical officer shall ordinarily reside within 10 miles from the lands on which the laborers are employed,—a provision which the Act does not contain.

As medical officers are not always available, we are of opinion that the Clause should be amended so as to meet that contingency, and that the new portion of the Clause regarding the residence of the medical man should be omitted.

*Section* 118—provides that if an inspector or assistant inspector has reason to suspect that an employer has failed to provide properly and sufficiently for his laborers in accordance with prescribed rules, he may proceed to investigate the case: if he is vested with any magisterial power, he may take cognizance of the offence and dispose of the case without any complaint.

We are of opinion that this Clause should correspond with that of the existing Act.—*Section* 74.

An inspector or assistant inspector should not be at liberty to proceed on *suspicion;* they should take action only on formal complaint; nor should either be a judge in such investigations, which should be held by an independent Magistrate.

*Section* 119—provides that any employer who voluntarily or negligently omits to provide properly and sufficiently for his laborers as prescribed by the Bill shall be punished by fine extending to 500 rupees, and by an additional fine of 100 rupees for every day such omission is continued.

We are of opinion that Clause 75 of the existing Act should stand in lieu of this, because by the provision of the former the penalty is leviable *on conviction of the offence:* for how is voluntary negligence to be determined ? and who is to judge in such an assumed case ?

*Section* 120—provides that if an inspector has reason

to believe that any estate or portion of an estate is unfit for the residence of laborers, he shall report to the Magistrate of the district, who shall thereupon summon a Committee of Inquiry, and, if the Committee find such estate or portion thereof unfit, contracts of service with laborers thereon shall be void.

The existing Act has a similar provision in Clause 112; but we are of opinion that gardens are thereby left at the mercy of inspectors, whose proceedings may involve the owners in the gravest embarrassments.

*Section* 121.—This Clause materially aggravates the position of owners as affected by the preceding Clause, for it provides that the Lieutenant-Governor may declare any estate or portion thereof unfit for residence of laborers without the appointment of a Committee of Inquiry; or, notwithstanding their report, if the mortality in the preceding year exceeds 7 per cent. or if the average of three years exceeds 5 per cent.

We are of opinion that this is a most arbitrary provision *and forms no part of the existing Act.* The localities thus summarily condemned may, *per se*, be perfectly healthy and fit for laborers; the mortality may arise from a variety of circumstances totally unconnected with the localities; a violent epidemic, outbreak of cholera or other virulent disease may cause such mortality or even a greater loss of life, and it would be unreasonable and unjust for the Lieutenant-Governor to saddle owners with the consequences of such visitations.

If this most objectionable provision is to be retained, the tea planting industry will be placed in serious difficulties, and we protest against such legislation.

*Section* 132 *and* 133—provide for recognising complaints by laborers against employers, and proceedings in respect thereof. These Clauses correspond with Clauses 94, 95, and 96 of the existing Act. Stringent as the latter are, we are of opinion that they are less so than the provisions introduced into the Bill, and would prefer that Act II of 1870 should remain undisturbed, except that the fine referred to as a penalty should be specified, and that any alleged or fancied obstruction to service of summons should be formally proved, and the case—if proved—disposed of by an independent Magistrate.

*Section* 136—provides for recovery of arrears of wages due to laborers if such wages are in arrears for one month. Clause 99 of existing Act limits the time to *two* months, and we are of opinion that the provision of the existing Act in this respect should not be altered. Owners of estates should be protected against the contingencies of delay in remittances, of Government not granting drafts on local treasuries. The term "in arrears" should be defined and understood according to the usual practice among owners, some of whom pay their coolies weekly; 15 days' grace should be allowed if wages are paid monthly; otherwise a laborer may, under the provisions of the Clause, complain if his wages for the month of May are not paid on the 1st June, as on that day they would necessarily be "in arrears."

*Section* 137—provides—similarly to Clause 100 of existing Act—that contracts shall be cancelled in the event of employer or any person authorised by him maltreating his laborer or keeping his wages four months in arrears; but we are of opinion that the law is severe and should be far less stringent.

*Section* 141—*is a new Clause* and objectionable.

*Sections* 142 *to* 148—*are all new Clauses.* We are of opinion that no registration fee should be charged on locally engaged labor. The object is to keep emigrants in Tea Districts; and we object to the constant notices of contracts as entailing the necessity of a large staff.

We remain,

Gentlemen,

Yours faithfully,

J. C. MURRAY,
H. H. SUTHERLAND,
LEO. ZANDER,
WM. DUNCAN,
OCTAVIUS STEEL,
J. MACKILLICAN,
JAMES MURDOCH.

I concur in all the remarks and amendments referring to the *new draft Bill.* I am sorry I cannot agree as to the remarks in pages 1 and 2 on the subject of free recruiting, which I think should be encouraged in every way.

S. H. ROBINSON.

LETTER NO. 1.

I received part of the *Calcutta Gazette* containing the new Coolie Act; and, although I know my writing may be quite useless, I should like to submit a few remarks regarding it. And—first—I think this Act the worst of all the Coolie Acts. It hems in private recruiting so much, that I believe it will make this kind of recruiting quite impracticable. The whole Act I look on as disgraceful, and nothing should be left undone until the burthen of it is removed. These continued changes—and changes for the worse—every two or three years are harassing in the extreme, do harm, and are disliked by both employer and employed. In touching on some of the sections I leave out all concerning contractors and transport; for although much is bad also in them, my time allows only to take up those more nearly concerning us in Cachar. (1) Section 4, provides for coolies voluntarily coming to the labor districts to the number of twenty. It says they may come "without the intervention, direct or indirect, of a recruiter or of a contractor or of a garden sirdar." Now, suppose a man gets leave from me to go to his native zillah, and there he finds from ten to twenty of his friends willing and wanting to come back with him, will he be punished for bringing those friends of his? And mark he is not sent to recruit, but gets leave to go and see his relatives. I have got a good many coolies in this way, and am much interested to know if the Act will prevent me from getting more. Section 22 says of a garden sirdar who engages more than twenty emigrants, "he shall be in all respects, save as regards

his license, subject to the provisions of this Act which relate to recruiters." When we turn to those sections relating to recruiters we see the absurdity and hardness of this section, and know the expense is so great that if more than twenty coolies are wanted, it is best to get them through contractors. *Chapter* 10, *Section* 110, is what I deprecate most of all; and if an attempt is made to carry it out in this garden or in Cachar, I shall certainly do all I can to prevent it. I hope it will not become law, or, at least, not be carried out in practice; for if it is, it will do the greatest harm and set coolie and manager at variance, as the inspector will then be manager of all the gardens. Here is the section: —"Every employer shall from time to time, *with the sanction of the inspector previously obtained, fix the daily tasks* to be executed by laborers employed by such employer, and shall form a schedule of such daily tasks, and publish the same by posting a copy thereof, in the Bengali language, upon the door of each place of payment of the laborers employed by such employer, and by sending a copy thereof in the English language to the inspector." Now, this is a section I simply cannot carry out if it is insisted on. In the first place the tasks change sometimes daily, and I am the only and best judge to say what the task has to be; and secondly, in order to have control over the coolies, I must be solely their manager. *Sections* 141 and 142 are interesting to me, as there is not a single cooley here who is under original Calcutta agreement, and the agreements they are under have been made on the garden and without being registered before a Magistrate or any other official of the law. Now, if the new

Act becomes law, will my coolies come under it? And if I still continue giving agreements in the same way, will those coolies also come under it? I do not see these questions clearly answered in the Act. Again, in Section 141, it says if a coolie be "legally released" whether registered or not he shall be "wholly exempted from the provisions of this part." Does this mean that time-expired and all non-agreement coolies come under the other parts of the Act? And "will be released by mutual consent, without going before the inspector or giving notice to him," mean legally released? I cannot find answers to these points. I think it a great pity that Government will not slacken the reins, but insist on going on from time to time tightening them, especially when it is clearly a fact that the garden cooley in Cachar is the best off and best cared for workman in the whole district, and far better off than he was where he came from.

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LETTER No 2.

Many thanks for your letter. I am very sorry to hear that there is any probability of time-expired coolies, contracts being freed from the penal clauses. The effect of such enactment would be most disastrous to the gardens, and though in time—say a couple of years—they would get over the difficulty, in the meantime we should have to depend entirely on newly imported coolies from Calcutta—you know what costly and troublesome work that is.

This may not strike you at once. It may seem a reason-

able thing to expect a man who has been working on a garden for six or seven years to continue to do so without any necessity for penalties; and you may be confirmed in this view if you glance at my accounts and observe that I have 119 people without agreements. But take these 119 people—there is not one of them upon whom I have not some pinch: either they belong to people who have a long time to serve and whom they cannot leave; or they are in debt to other coolies who will not let them go, or some equal tie. Moreover, most of them are out of agreements only because I cannot, just now, spare money to put them in again. There are not half a dozen of them who are really free, and they are rather tolerated than encouraged. As a general rule we find non-agreement coolies so obnoxious that, when a man's time is up, the ordinary practice is to say 'Either sign an agreement or leave the place at once.'

The reason for this is obvious to any one who has had charge of coolies. They are just like children and must be treated as such. As long as they are under authority, which they feel they must obey, they work contentedly and willingly. But, if the authority is withdrawn they think themselves bahadurs, and will idle, drink, and gamble as long as they have a pice in the world. "We have got no agreement, why should we work" is a cry we constantly hear and which can only be met by "Sign an agreement and work or go." Half a dozen men idling about without agreements would cause discontent among all hands in a week.

Even supposing that they did go to work with some approach to regularity, they would be constantly voting themselves holidays on any pretext. In the press of the season, we might be stranded any day because half our best men had gone off to a wedding at the other end of the district! or some equally good excuse for a tamasha. The probable result of the repeal of the clauses would be that in six months most of the old coolies would have become discontented and have left. They would be scattered all over the country, idling and drinking until all their money was gone, and then they would go to the most favoured garden, where the rates of pay seemed highest and they could most easily work. And there would arise a competition among gardens certain to result in the injury of all. A struggle would then ensue between planters and coolies; the latter trying for cash payments so as to be free to come and go as they liked; the former striving to get the pay into arrears to get some tie upon the coolies.

In a word, my experience is that it is impossible to work coolies, either for the good of a garden or their own well-being without a strong even hand over them. Let time-expired coolies have every facility to leave a garden at the end of their time if they like, and let there be every guarantee that any fresh agreement is voluntary, but whenever they have made it and have received the bonus in consideration of it, let them be tied to the letter of their contract by the only form of obligation they will recognize—the liability to summary

arrest and punishment. Had I a voice in the legislation I would strengthen the managers' hands rather than weaken them. If managers had fair and *legal* means of enforcing discipline, so necessary among any large body of men, there would be few cases of personal collision and consequent violence. On the other hand I would enable Government to declare any man convicted of brutality or gross injustice disqualified from holding the management of a garden, or even being employed on one. A manager's position is very analogous to that of a Captain of a ship—only the latter has no women ! !

You will observe that I take no heed of any purely civil contract—without penalties;—it would not be worth the paper it would be written on.

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LETTER No. 3.

I have to thank you for a copy of the new Cooley Bill printed in double columns with the present Act, and I presume it is your intention that I should comment on it.

The bulk of the bill is taken up with the subject of recruiting, a matter in which I am not very conversant. It seems to me, however, that the process by which a man may be engaged to take a month's journey to labour for hire is much too complicated. The best men we have, and the men we want, are Sonthalies or Junglies; and the best recruiter for these men is one of themselves,—some of the best coolies I know were brought up by an old woman. These men are admirable workmen, but

very thick headed; it is a perfectly plain matter to them to go away to their village and bring back a lot of their *bhais*, and, left to themselves, they will do it capitally. But, under the Bill as it stands, this work is so involved with red tape that they will probably be afraid to undertake it at all, and if they do they will certainly come to grief somehow, and we shall have to estimate for fines as well as expenses.

I now find three batches on the garden who have come up in blissful innocence of registration or any other formality; I shall have to smooth this over with the Magistrate. One sirdar was intensely disgusted at hearing that in doing, as he thought good service, he had become liable to some six months' jail.

In dealing with the cooley on the garden the Bill seems much the same as the Act: there are one or two changes for the worse, but as they are utterly impracticable it won't make much odds one way or the other.

It is a pity that the Bengal Council have not taken the opportunity to sweep away some of the clauses of the Act that are practically nugatory (sections C I—122 and LXVI —109 for example). I know of no garden that attempts to comply with these clauses and pays monthly wages. The almost universal practice is this. A nirrik of work is fixed from time to time, at the discretion of the manager, and the coolie takes full or part pay in proportion as he completes or fails to complete his nirrik. Of the 400 coolies who go to work here daily, probably half do

not usually complete their nirrik and I pay them accordingly. But under the Act and the Bill I must proceed as follows :—

To-day, say, is Monday and they have done ¾ nirrik, I must pay for full or prosecute ; so on Tuesday they march to the Thannah (20 miles). If I am lucky the case is heard on Wednesday, and they are cut their Monday's pay ; they march home again on Thursday, go to work on Friday and by doing ¾ hazree, recommence the operation. In practice neither Magistrate nor planter pays any heed to these clauses, and gardens would be stopped at once if they did. But the fact of retaining and *re-creating* such futile laws brings the whole legislature into contempt.

Again Section 109 of the Bill is more anomalous ; from experience we find that nirriks have to be changed almost from day to day, and their proper adjustment is one of the matters most calling for discrimination and judgment on the part of the manager ; they must vary with the nature of the work, the nature of the soil, the state of the weather the class of cooley, and other circumstances. But now under this section we may make no such changes without the intervention of an inspector. I can only say that such a law must either be nugatory, or we must keep a Magistrate on the regular establishment of each garden, and let him go round the work every morning with the jemadar.

I would also remark upon Section XXXVIII—III, by

which we are bound to pay pregnant women two-thirds of their full pay. As far as I am aware in no other state of life do ladies receive such consideration, and their inability to work under the circumstances is one of the inconveniences attendant on matrimony which the husband must expect and provide for. Of course it is only fair that a sick coolie should be cared for, and this is much more effectually done by daily rations of cooked food than by cash payment. Attention has been drawn to the arbitrary powers given to the Local Government particularly to the substitution of "food" for "rice,"—under this he might, if he chose, prescribe champagne and turtle. No doubt he is a discreet man, but why should we be left to the mercy of his discretion.

The agreement of time-expired coolies seems to be taken altogether from under the Act: if this has the effect of stopping arrest and imprisonment for refusal to work and desertion, it is disastrous. We had better have any amount of protection—as without the possibility of imprisonment we should have no hold on the men. They would take the bonus money and walk off, rejoicing to look for more somewhere; already there are too many bounty jumpers, and they would increase a hundred fold immediately if it could be done without risk of penal proceedings.

I think I have touched on most of the leading points of the bill, but shall be happy to write again on the subject if you wish it.

EXTRACT FROM A DEMI-OFFICIAL LETTER FROM HIS HONOR THE LIEUTENANT-GOVERNOR TO THE ADVOCATE-GENERAL, DATED 2ND JUNE 1873.

In going over the Cooley Bill I have been much struck by a case which came before me in which some labourers recruited in the Nuddea district for the Chandeypore Tea Garden in Cachar were seized, and it was proposed to punish the sirdar who recruited them because he had done so outside the Act, not having taken them before a Magistrate, &c., &c. On inquiry it turned out that there are a number of such coolies so illegally recruited on this Chandeypore garden, that it is one of the best gardens in Cachar, and that the coolies are perfectly happy and content. Now, it strikes me, why should we interfere with this sort of free recruiting? The effect, of course, is that the planter cannot claim the benefit of the Act *against* the coolies; they are free men and can do as they like, just as we propose to make the time-expired coolies. I much incline to take off the penalty against free recruiting altogether, and to say, you may recruit in this way as much as you like, only if you do, the coolies will be free labourers, and not subject to the penal Act by which coolies recruited under the Act are bound down. I have talked this over with some of the members of the Council who are here and who seem disposed to agree with me. I shall be much obliged if you will talk of this with the members of the Committee in Calcutta and with some of the representatives of the tea interest. It would be a good thing if you could find who are the proprietors of the Chandeypore garden, and see what they say on the subject. If this plan were

adopted, it would not be fair that a man recruited at a distance for a garden of which he knows nothing, should be bound down even under ordinary law of contract to serve on an unhealthy garden; and I think we should provide that no contract made in Bengal or elsewhere, or before the cooley has been six months in the tea district, shall be binding for more than (say) one year (which is, I understand, the common term that time-expired coolies engage for), and that in an action for breach of contract, if it be shown that the garden is very unhealthy or unsuited to the constitution of the foreign cooley, the court may absolve him.

It would come to this then, that planters might engage coolies under the Act or outside the Act, as they choose, subject in the latter case to the safeguards which I have suggested to prevent a man being deceived into a long contract to work on an unhealthy garden, of which he knows nothing, without the protection afforded by the Act.

I believe that the Bill as already drawn provides for the sanitation of vessels carrying more than twenty persons, whether they be coolies under contract or not.

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LETTER NO. 4.

I have read through the "proposal as to free recruiting" with various opinions on the subject received from members of the Bengal Council, I also note your remarks on the subject. In reply I beg to say that, every thing taken into consideration, I do not think free recruit-

ing would at all answer for Assam. In the first place it would be a bad plan for concerns to recruit a portion of their coolies outside the Act, and at the same time to import others procured from Contractors who are already put under a pucka three years' agreement. The free men would only breed discontent amongst the others, and no end of trouble would ensue.

Supposing that free recruited coolies, for several estates were to come up by the same steamer, they would be sure to compare notes on the way up, and the chances are twenty to one but that some unscrupulous sirdars belonging to gardens whose managers do not hesitate to prey on their neighbours by offering higher bonuses and wages to time-expired men would induce one's free recruited coolies to refuse to enter into a contract at the garden for which they were recruited, unless on their own terms, failing which, they would clear out for the garden whose sirdars had enticed them away. Let the Government diminish the obstacles to recruiting by garden sirdars as much as possible, but I would strongly recommend the continuance of the present system of three years' agreement properly drawn out and executed in Calcutta. If any alterations are made in this I would not answer for the effect it might have on the hundreds of coolies we have recruited and imported during the last two years.

In future I would not import any new coolies unless under the "Act" or under contracts entered into in Calcutta, because we seldom have occasion

to deal summarily with coolies under the "Act," it is not to say that the Act itself is of little or no use. Were a special Contract law for coolies not to be in force, they would very soon learn their power and freedom of action, and then the urgent necessity for the passing of an Act would be immediately felt. The few neighbours I have been able to converse with on the subject are opposed to free recruiting. It might answer for Cachar to which small batches of free recruited coolies could easily be despatched by up-country boats direct to their respective gardens without being tampered with on the way.

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LETTER No. 5.

I have already expressed my views about the drawbacks to the employment of time-expried coolies unrestrained by penal clauses; views I find entirely concurred in by men, such as garden sirdars who have themselves at one time been coolies, but who now hold office without agreements.

With regard to the proposal to allow free importation of labour, I am of opinion that it would not be advisable to introduce it concurrently with importation under the Act. There would be jealousy between the two classes of men; as well as great confusion in the returns.

If the position of coolies in general has so much improved since the framing of the Act that it is proposed that we may now import some coolies without supervision, it is an argument, not for constituting two classes of

coolies, but for relaxing unnecessary legislation altogether. The sanitary clauses, I for one, would rather see retained. As an alleviation to the present system I do not think that free recruiting would be found to answer. Mr. Edgar contrasts our present system with that of the Nepaulese labour in Darjeeling. There the planter has no dealing with the individual coolies. He deals exclusively with the sirdar, who at daily muster presents so many men—receiving into his own hands their total pay together with a commission. In my time sirdars often had not the same men for more than a few days at a time, the close proximity of their own country allowing the men to come down to earn a few rupees and return to their homes as they wished; altogether the labour circumstances of the two districts are so different as not to admit of comparison.

On the other hand I think that the Lieutenant-Governor's proposal if carried out would result in the introduction of a somewhat similar sirdari system here, and we should find knowing old hands bringing up small lots of people whom they would get into their power, hawking them about to the highest bidder of the moment—very much to the sirdar's own advantage and the disadvantage of the coolies whom he would cast aside the moment he fell sick or was unable to work. In such cases the distance from home would leave the cooley practically at the mercy of the sirdar or rather gauger. Such a result would be as much to be deprecated by planters as by the Lieutenant-Governor.

Again it would be worth while to advance money to

bring up men who might "look round" after 12 months on the garden and say "I don't like this place, it don't suit my constitution," when apparently Mr. Dampier would wish us to pay their way back ! !

It seems to me that officials altogether magnify the difficulty of the journey from Cachar to Calcutta. A cooley in fair health thinks very little of it. There are numberless instances of coolies going backwards and forwards. Some years back at one garden (Lallong) there were some old coolies who came up regularly every year for so many months to fish and then returned. Take again the large flocks of sheep that are imported every year from Patna without any difficulty and but little mortality. Altogether I think the time has come to relax and simplify all legislation about imported coolies; but they should not be imported for less than three years, as during the first part of their service they are often of little use to their employers and make little profit themselves. Almost all the special enactments might be wiped out and the "gardeners their labourers" as Mr. Abercrombie politely calls us, left to the ordinary law of the land, if only it were recognised, as I think it should be, that a cooley's contract comes under the general provision of Section 490, Penal Code, *vide* Law Commissioner's Report note pp. 115, Breach of Contract by them "such as no damages can repair" are the very class there described as "proper subject for penal legislation" as from them it is extremely "improbable that any damages can be obtained"

Since writing the above I have shown what I had

written to Mr. * * and talked of it with him. I enclose his letter to me about it ; he would have free recruiting subject to our being able to recover the actual cost of importation, so would I gladly, if it were feasible. The time when a cooley dislikes a garden and wishes to leave it is generally directly after arrival. Then, not one cooley in 500 would be in a position to redeem his contract even if it were only 10, and as the law would keep him on the garden until he did redeem it, he would be discontented and instead of settling down and trying to make himself comfortable, he would deny himself necessaries as coolies often do, to try and save money, and soon fall sick upon our hands. If it *could* be arranged that the cooley should be able to redeem his contract without loss to his employer, it would be most desirable, but to ensure us against that loss, we must be able to enforce labour until redemption is made. Government would not, I think, enable us to do so without some protection, and so we come back to the present state. In my opinion the present statutory rates of redemption might be greatly reduced.

I note that I have not noticed your remark that before 1870 local agreement coolies were free. Yes ; but first, there were comparatively few of them ; 2nd, *they did not know it ;* 3rd, Magistrates were inclined to think them subject to Section 490 ; and 4th, agreements were seldom given except to men who had property in the place from which the damages, Rs. 50, could be recovered.

## Letter No. 6.

Since our conversation regarding the proposal as to free recruiting I have been thinking over the question, and I am inclined to support the project, if Mr. Edgar's proposed penalty be raised to the actual known expense of recruiting a cooley, which, as in the case of Essory Singh's batch here, did not at the very outside cost more than 15 a head, (it would be easy to get every item from the Calcutta Office) *and be passed through a Depôt* such a penalty would bind a labourer effectually. It would, however, be a most extraordinarily one-sided law, which "frees" the one party from every restraint and leaves the other powerless.

I like the idea of a cooley after being imported on other people's money, "looking round him," and if he sees that in Cutleecherra he will receive a higher bonus for an agreement than in Roopacherra, which imported him six months before, he may consider his constitution would benefit by the change.

There is no doubt nearly every new cooley on every garden in the district, would like to go somewhere else than the garden he was imported for, after discovering as they all do, that in certain gardens, they have either friends or people of their own castes, which means friends. It is a well known fact that all new coolies are as a body discontented (*vide* the percentage of runaways during their first year) and it is also known that long residence on a garden makes the most discontented of

original coolies most attached to the garden he was imported to, if not so ; why have so many of Forbe's old coolies returned here after years of absence.

Cachar is as much a foreign country to a cooley as it is to us, perhaps more so, they are tied down to regular hours of work, (the one thing of all others every native dislikes at the off-set) ; their very food and habits of life are changed, and it is during this period of metamorphosis that the Lieutenant-Governor proposes to allow the cooley to "look round," give his opinion, and if it suits any object he may have in view, "make you his" final salaam.

No one with money in Tea would import under such a condition. Mr. Dampier says, "Suppose he (the cooley) does not like the prospect, when he does look round after the expiry of his first short contract how is he to get back to his home." There are two parties to this contract, only one of whom is taken into consideration, might not Mr. Dampier think also "And how are the importers to recover the expense of importing the cooley ?"

Under Act II of 1870, it is provided—and we take advantage of the provision heartily—that if a man is permanently unfitted for labor, *i. e.* would either die or be a burden upon the estate, the importer is to keep him to his home by the bestowal of three months' pay upon him. Now if an enquiry was made, it would be found that the great majority of these discharged coolies remain in the district and earn an easy livelihood by sweep-

ing shops, bazars, &c. I am personally acquainted with cases, so that it appears if I am correct, the foreign cooley finds the country a much better one than the one he left (for he could easily go home if he liked). Undoubtedly, it is mutually advantageous to cooley and employer that they should part under certain circumstances, but I think, and I fancy you will agree with me, that it is but consistent to expect one special provision by which the importer of free labour could so import, without his importation having the option of ruining him. If that cannot be got, then let us hold fast to what we have, which is a source of no trouble and our only protection against coolies "looking round." If our interests can be guarded as well as the cooley's the proposal as to free recruiting would undoubtedly be supported by every one, and I cannot see the unfairness of excepting some special provision to cover expense of importation if the cooley wishes to leave, provided the labourer comes up after full explanation regarding locality, work and pay. Though this would be a great boon, I do not really understand why Her Majesty's subjects should be classified in one garden as people free to do as they choose, while their unfortunate brethren without any knowledge are unfavored. It would certainly, from a native point of view, be inexplicable, and as you say, create much ill-feeling and confusion. I agree with you in the main in all you write, but instead of opposing the "free importation" I like the idea, provided we as well as the imported have a fair share of consideration in the passing of such an Act, whether an entirely new state of things or a modification of the old ; you have dealt with every thing else of any importance, so I need not continue further.

## OCTROI DUTIES.

THE present report contains further correspondence on the subject of these injurious imposts, more especially as regards the once important town of Bhowani. It will be seen that the complaints made by your Committee have resulted in the relaxation of some of the most oppressive of the rules, but they fear the relaxation has come too late to restore to it any portion of its old trade. It is, as the Government say, sad to see a town, giving evidence of such wealth as Bhowani, go down; but it is equally sad to think that this downfall has been accelerated by the action of the Municipalities of the towns themselves. They have no doubt been influenced by the two considerations of increase of revenue, and of ease of collection, but have omitted to recognize the other two great facts, that octroi duties give to corrupt native officials power of great oppression, and that they are really a deduction from imperial revenues for the individual benefit of the towns adopting them, and that sooner or later they will drive the trade into more liberal, or cheaper, channels. It is also matter of surprise to the Committee that this mistaken view should be held by Municipalities in face of the Resolution of the

Government of India in the Financial Department, dated 31st August 1864, which lays down, in the most emphatic manner, the true principle and makes its observance binding on all Municipalities.

"Town-duties are very effective for raising "money; they existed under the native regime "under the name of Chungi, or handful, imply- "ing that everything that passed had to pay a "small contribution; and in some parts of India, "they are more popular than direct taxes of any "kind. If they could be confined to things con- "sumed in the town, without interfering with the "transit trade, they would be only open to the "objection that they fall in undue proportion "upon the poor. But after a full trial of this tax "in Bengal and the North Western Provinces, "it was abolished in 1835, as being alike injuri- "ous to the general trade and to the towns imme- "diately affected, and as not being capable of "effectual remedy by any contrivances of bonded- "warehouses or drawbacks. Town-duties have "been lately re-established as a Municipal Tax in "many places in the North Western Provinces, "Oudh and the Punjab, and the old vice of inter- "ference with the general trade immediately re-

" appeared, with the additional aggravation that,
" this time, the public at large were mulcted for
" the advantage of local interests.

* * * *

" The town duties which were abolished in
" 1835 were levied only upon eight articles of
" local consumption, but there appears to be no
" limit to the number of articles upon which they
" are exacted since they have been revived as
" Municipal Tax.

* * * *

" The tax is only applicable to places containing
" a considerable population, and it was formerly, for
" the most part, confined to such places, but it has
" now been extended to small towns and large vil-
" lages. A rate upon houses and lands, or a tax
" upon trades and professions, is best suited to
" small places.

" *Surcharges on imperial taxes in the shape of municipal dues ought, on no account, to be permitted. There will be no limit either to the burdens upon the people or the dilapidation of the general revenue, if municipalities are allowed to add taxes of their own to the imperial customs and excise.*"

*From Commissioner and Superintendent, Hissar Division, to the Secretary to Govt., Punjab.*

*Hissar, 15th May* 1873.

With reference to your No. 556, of the 12th April, I have the honor to forward a copy of Deputy Commissioner Hissar's No. 164 of 6th May.

2. The falling off in the trade of Bhowani, which I understand has been gradually going on for some years, is attributable to the opening of Railway Stations at Dehli, Agra, and other places, and to the opening of the Punjab Line. The advantages which Railway communications confer, have attracted many Bhowani traders to Dehli. When the Rajputana State Railway is opened, Dehli, Agra, and Riwari will compete closely with Bhowani for the trade of Rajputana.

3. It is sad to see a town, giving such evidences of wealth as Bhowani, go down; and in my Annual Report to the Secretary to Government, Department Public Works, for 1871-72, I pointed out how desirable it seemed for many reasons that a cheap light tramway, worked by bullocks, should be made between Bhowani and Dehli. I am now collecting statistics, and hope to be in a position to address you on the subject hereafter.

4. In the meanwhile, in order to protect the trade of Bhowani as far as possible, I recommended in April

1872 that the octroi on piece-goods at Bhowani should be discontinued, and this step was at once sanctioned by Government.

5. As regards the complaints now made to the Chamber of Commerce, Calcutta, that regarding the opening of bales appears to be in part without foundation, and in part unreasonable. When traders are willing to show their invoices, the octroi is levied with reference to the entries in them. Bundles not covered by invoices must of course be opened in order to check smuggling.

6. With reference to the allusion to *ad valorem* charges, I have the honor to state that a revised schedule will be at once submitted for sanction through the Financial Commissioner, in which *ad valorem* rates shall have no place.

*From Deputy Commissioner, Hissar, to the Commissioner and Superintendent, Hissar Division.*

*Dated 6th May* 1873.

In compliance with the request contained in your docket No. 93, of the 22nd ultimo, and annexures, I beg to state from enquiries made that it is not the practice under any circumstances to open bales, cases and parcels at Bhowani which have been closed either in England or Calcutta. Neither is it customary to open hand-tied bundles if they are accompanied by a Bijak (invoice) or

Nound (letter of advice). But if the latter are unaccompanied by these credentials it is requisite to open them in order to ascertain and verify their contents.

2. In many instances bundles and parcels of this description have been found to contain taxable articles, such as silk-cloths, spices, drugs, &c., &c. If these were not opened for examination it would be impossible to check smuggling, and the loss to Municipal revenue would be very great.

3. Were it possible to *insist* on Beoparis forwarding invoices or letters of advice with parcels despatched, there would of course be no necessity for search, but as the case stands I see no remedy for this necessary evil. Every care, however, should, and must be taken, that the examination is *bonâ fide* for the purpose of verification, and that no unnecessary annoyance or trouble is caused thereby to merchants.

4. With reference to the second point of complaint noticed by the Bengal Chamber of Commerce, I find that spices and common articles of domestic use were admitted into the town at a fixed rate per load up to 1868-69. Since then an *ad valorem* rate has been charged in order to increase the fund.

5. This rate was Rs. 3-2-0 per cent. in 1869-70. In 1870-71, English drugs and spices were charged at the same rate. But country drugs were taxed at Re. 1-9-0 per cent. *ad valorem*, and this was the rate during the

following year, and also in 1872-73 for both English and country spices, which has been again raised during the current year to Rs. 3-2-0 per cent. in all the municipal towns.

6. As far as I can ascertain, the only valid objection to revert to the previous plan of levying at a rate per load is, that it will seriously effect the income of Bhowani. But as the Chamber of Commerce have taken exception to this arrangement, and the merchants are also dissatisfied, I would recommend a return to the former plan.

*From Secretary to Government, Punjab, to Secretary to Government of India, Department of Agriculture, Revenue and Commerce.*

*2nd June* 1873.

In continuation of my letter No. 710, dated the 12th May 1873, I am desired to forward, for the information of the Supreme Government, copy of letter No. 55, dated the 15th idem, from the Commissioner of Hissar, and of its enclosure, on the subject of the levy of octroi duty in the town of Bhowani.

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*No.* 48 *(Municipalities.)*

*Department of Agriculture, Revenue and Commerce.*

*Simla, 14th June* 1873.

Copy forwarded to the Bengal Chamber of Commerce

for information in continuation of Endorsement No. 40, dated the 19th ultimo.

By order,
C J. LYALL,
*Offg. Under Secy. to the Govt. of India.*

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*From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.*

*Calcutta, 24th June* 1873.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your endorsement No. 48 of 14th instant, accompanied by correspondence relative to the trade of the town of Bhowani and the levy of Octroi duty on merchandise there.

The Committee are much obliged for these papers which may form the subject of a future reference.

## Proposed Revision of Customs Tariff and Act.

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These two subjects had the attention of the late Committee before their report was issued. During the last half-year a further reference has been made to the present Committee by Government, and an alteration in the existing values of Aniline dyes for duty has resulted. It is only

another illustration of the "defective character of the existing valuations and their unsuitableness to present requirements." Acting on the suggestion of the late Committee with whom the subject originated, the present Committee have addressed the Government, urging the appointment of a Commission to remodel the present tariffs and to place them on a "basis that would be fair alike to Government and to the merchant." In this representation to Government the Committee have had the powerful co-operation of the Chambers of Bombay and Madras. No answer to this letter, though forwarded in August last, has been yet received, but the Committee confidently look for the united request being granted, as the Government themselves, by the several references they have made, recognize the necessity of a change, and "sufficiently indicate their desire to make such alterations as may be consistent with the interests of merchants and a right regard for the public revenue."

Closely connected with the above is a revision of the Customs Act to bring its provisions more in accordance, not only with the altered circumstances of trade in the east generally, from the changes that have been effected by the Suez Canal route, but also with the wants of our own

port from the increased facilities for loading and unloading afforded by the erection of jetties, &c. The co-operation of the other Chambers on this point has been requested. The two questions might be decided by the same Commission.

*From Bengal Chamber of Commerce to Bombay Chamber of Commerce.*

*Calcutta, 16th August* 1873.

With reference to the intimation conveyed in my letter of the 15th February, I am directed to acquaint you that this Chamber is about to place itself in communication with the Government of India, suggesting the appointment of a Commission for the revision of the Customs Tariffs for imports and exports ; and my Committee will be glad to learn if your Chamber will co-operate in the endeavour to obtain that inquiry.

As far as their own experience goes there appear to the Committee ample grounds for an amendment of present values for duty, and that the changes in the trade since the existing tariffs came into operation justify the proposed united action of the Chambers of Commerce.

*From Chamber of Commerce to Government of India.*

*Calcutta, 20th August* 1873.

The Committee of the Chamber of Commerce desire me to submit for the consideration of His Excellency

the Governor General in Council the expediency of revising the values on which duties are assessed under the Indian Customs Act No. XVII of 1867, as well as the rates of duty to which merchandise is now subject.

The representation made by the Chamber to Government in 1867 and 1868 that a modification of the valuations for duty was then demanded in the interests of trade, and on a basis that would be fair alike to Government and to the merchant, resulted in the appointment of a Commission to review those valuations, and in sundry amendments of the Tariff being authorised by Notification No. 1770 of 19th March 1869.

The Committee believe that on the present occasion also they are in a position to satisfy the Government that there are reasonable grounds for their request that the provisions of the Tariff be adapted to the various changes which have been gradually introduced into the trade since the valuations were fixed 4 years ago; and they trust the Governor General in Council will be pleased to accept their assurance on this point as sufficient to justify the course which they now submit should be adopted.

The Committee indeed venture to believe that His Excellency is not unprepared to direct that the accuracy of present Tariffs be duly tested, to modify valuations if good cause is shewn, and to remove any existing anomalies; for references have been recently made to the Chamber by the Collector of Customs which suffici-

ently indicate a desire on the part of Government to make such alterations as may be consistent with the interests of merchants, and a right regard for the public revenue.

The Chambers of Commerce of Bombay and Madras have been addressed on this subject, and the Committee believe that those bodies will communicate with the Government of India, and endeavour to obtain an object in which they are interested in common with this Chamber.

*From Bombay Chamber of Commerce to Bengal Chamber of Commerce.*

*Bombay*, 28*th August* 1873.

I had the pleasure to receive in due course your letter of the 16th instant, which has been under the consideration of my Committee. The subject referred to in your letter of 15th February—as well as that under acknowledgment—has been before this Chamber in various ways within the last nine months; and I am now to inform you that this Chamber is entirely in accord with the views stated in your letter: the Committee are of opinion the time has arrived when there ought to be a thorough revision of the Tariff both export and import, and that this Chamber will gladly co-operate with yours in the endeavour to obtain such an inquiry as you suggest, and no doubt the other Chambers will be glad to join in the common movement.

*From Bengal Chamber of Commerce to Bombay Chamber of Commerce.*

*Calcutta, 6th September* 1873.

I am directed to thank you for your letter of 28th ultimo, and to express the pleasure of the Committee of this Chamber that their views on the subject of the Customs Tariffs have the concurrence of your Chamber.

The Government of India were addressed on the 20th ultimo, but no reply has been received yet; they are probably desirous of considering simultaneously the representations that may reach them from the other Chambers.

In the meanwhile I am instructed to submit to your notice the expediency of reviewing the consolidated Customs Act VI of 1863 in order to obtain amendments of such of its provisions as are not adapted to the present, and probable future, circumstances of trade, in which so many changes have been effected by the Suez Canal route of communication that the Customs Act remains inapplicable, in various ways, to the altered condition of a large proportion of the carrying tonnage of the day.

The provisions of the Act should obviously meet the special requirements of steam vessels, and generally be so modified as to correspond with the improvements which are being largely made here by the Port Trust

Commissioners for facilitating the despatch of operations both by steamers and sailing ships.

This Chamber has already partially moved in the direction above indicated.

On a reference to Report of proceedings for the half year ended 30th April 1872 you will find how far the Committee had progressed; and if you will have the goodness to bring the subject to the notice of your Committee and move them to an early consideration of it, the combined action and united efforts of all the Chambers will, it is believed, produce results satisfactory to all interests.

*From Madras Chamber of Commerce to Bengal Chamber of Commerce.*

*Madras, 6th September* 1873.

I have the honor to acknowledge the receipt of your letter of the 16th ultimo, stating that the Bengal Chamber was about to place itself in communication with the Government of India, with the view of securing the appointment of a Commission for the revision of the Customs Tariff, and inviting the co-operation of this Chamber in the endeavour to obtain that Commission.

In reply I am to state that this Chamber will be happy to confer with the Bengal Chamber regarding any changes that it may be thought desirable to make in

the Tariff. In the meantime, however, I would refer you to our letter of the 27th March last, forwarding for your information the copy of a report made by a Special Committee of this Chamber on the proposed revision of the Tariff in the early part of the year. That report still embodies the views of this Chamber as to the scope and direction of the amendments required in the Tariff.

*From Bengal Chamber of Commerce to Madras Chamber of Commerce.*

*Calcutta, 18th September* 1873.

I am directed to thank you for your letter of the 6th instant on the subject of the Customs Tariffs : and to express the hope of my Committee that by communicating with the Government of India direct, or through your local authorities if necessary, you will be able to help the movement made by this Chamber towards obtaining a Commission for revising the Tariffs.

The Bombay Chamber will co-operate in the same direction, and the Government will no doubt give due weight to our combined references.

Your favor of the 27th March was duly received, and the report of your Special Committee shall be submitted to the Commission as soon as it has been appointed.

*From Bombay Chamber of Commerce to Bengal Chamber of Commerce.*

*Dated 27th September* 1873.

I have the pleasure to acknowledge the receipt of your letter of 6th instant, and in reply to inform you that this Chamber has addressed a letter to the local Government requesting His Excellency the Governor in Council to move the Government of India to appoint a Commission, to sit at Calcutta with representatives from Madras and Bombay, for the purpose of revising the existing tariffs both export and import, and to forward to that Government a copy of our letter. It was pointed out that this course was followed both in 1860 and 1866, when revisions of the tariffs were made by Commissioners to the satisfaction of Government and the various interests concerned. In regard to the revision of Act VI. of 1863 (The Consolidated Customs Act) my Committee concur in the views expressed in your letter, but the question will have to be gone into by the new Committee that will be appointed at our annual meeting which will be held in about eight or ten days hence.

*Separate Revenue (Customs.)*

*The 29th August* 1873.

No. 2729. In exercise of the powers conferred by Section 6 of the Indian Tariff Act, 1871, the Governor

General in Council is pleased to fix, for the purposes of that Act, the value of Roseine and magenta dyes in the form of crystals, at four annas an ounce avoirdupois, the import duty on all other sorts of aniline dyes being levied *ad valorem.*

## TRADE WITH YARKUND.

THE Committee have been asked, as will be seen by the correspondence, for suggestions on the subject of the development of the trade with Yarkund, and more especially with respect to the conditions on which it should be conducted, so that they may form the basis of negotiations under the lately executed treaty with the Yarkund Government. The great hindrances to the expansion of this trade have been the oppressive transit duties and other levies in the intermediate countries; these the Committee have strongly recommended to be stopped, and a moderate rate of import duty, for purposes of local revenue, be alone levied at the place of consumption. The Government of India, from their reply, entertain the hope that an import duty of 2½ per cent., levied once for all on the frontier, will be agreed to by the Atalik Ghazie. If this is realized, we may expect this trade, connecting British India with the whole of Central Asia, to increase

rapidly ; it has steadily progressed even under the oppressive restrictions placed upon it ; released from such trammels it should soon become a large and important branch of our commerce, giving us another great outlet for the consumption of British manufactures.

*From Govt. of India to Chamber of Commerce.*

*Simla, 6th May* 1873.

I am directed by the Viceroy and Governor-General in Council to inform you that it is in contemplation, by Government, shortly to despatch a Mission to Yarkund for the object of concluding a Commercial Treaty with the ruler of that country. His Excellency in Council further desires me to say that he would be glad to be favored with any suggestions which the Calcutta Chamber of Commerce may desire to offer on the subject of the development of trade with Yarkund, and more especially with regard to the conditions in respect to trade, that should form the subject of negotiation with the Yarkund Government.

*From Chamber of Commerce to Govt. of India,*

*Calcutta, 17th July* 1873.

The Committee of the Chamber of Commerce desire

me to acknowledge the receipt of your letter No. 867 of 6th May relative to trade with Yarkund.

The information possessed by the Chamber on this subject does not extend beyond what the Government has already acquired from reports submitted by officers specially deputed to ascertain the commercial resources of countries bordering on the Punjab Frontier, the state of any trade existing between them and our own Provinces, what obstacles obstruct its development, and the measures needful for their removal; and probably there is no better authority to whom reference can be made than the present Lieutenant-Governor of the Punjab, whose experience is recorded in a report which Sir Robert Montgomery regarded as containing most valuable information on the subject.

The Chamber has not, unfortunately, a copy of Mr. Davies' Report, but Sir Robert Montgomery's minute thereon enables the Committee to learn that at that period —some 10 years ago—the trade between the north-eastern cities of British India and the principal places in the territory of the Atalik Ghazie was conducted under great disadvantages; the physical difficulties of the mountainous country through which it was carried, the imperfect means of transport, and the insecurity of the route, rendered its progress uncertain and slow; and to these impediments were superadded the exorbitant and almost prohibitory dues levied on merchandise passing through the neighbouring province of Cashmere.

Since then, however, various political movements have been made by the Government of India with the view to promote commercial inter-communication, to protect and advance the interests of trade, and generally to encourage satisfactory relations with the inhabitants of Central Asia: these movements have been attended with excellent results, and at the present moment—as intimated in your letter under reply—His Excellency the Viceroy contemplates the despatch of a Mission to Yarkund, for the object of concluding a treaty of commerce with the ruler of that country.

Although the trade of Yarkund is at present comparatively insignificant, its gradual advancement of late years is a hopeful indication that commercial enterprise is at length overcoming difficulties that have long impeded its progress: and in the judgment of the Committee of this Chamber no greater impetus can be given to a healthy interchange of traffic in Indian produce and British manufactures on the one hand, and the various staples of Central Asian industry on the other, than by securing for it an absolute freedom from those oppressive transit duties by which a rude and imperfect policy clogs and restrains the natural movements of commerce and checks its development and expansion.

All traffic from Calcutta to Yarkund should be as much as possible untrammelled by any intermediate duties; and the levy of a moderate rate at the place of consumption should be the maximum amount of duty for the purposes of local customs revenue. The effect of

a contrary course would be to weight the cost of a purchase made in Calcutta—for instance—with an amount which might put it beyond the reach of foreign buyers, and consequently deter merchants from purchasing at all, and so deprive the markets of Central Asia of merchandise which might prove acceptable to the people, and supply their necessities.

The Committee believe that the concurrent testimony of all who have had opportunities of recording their views on this subject points to the many irregular and oppressive exactions practised by Cashmere officials, whose proceedings their own Government was supposed to be too weak or too corrupt to control; but the influence of the presence of a British Resident at the capital of the country has no doubt been felt; and if the traffic passing through Cashmere can be maintained free from authorised or unauthorised impositions, it will probably find in the adjacent province a fair field of profitable employment.

I am directed to close these remarks with the suggestion that it would be extremely desirable to possess a collection of patterns of the various fabrics worn by the people of Yarkund, a general description of merchandise they consume, a statement of prices ordinarily ruling, and any information that may lead to the markets of that country being supplied with their requirements from Calcutta. The Committee have no doubt that with the special object of the Mission in view some member of it will be instructed to obtain the fullest details re-

garding the trade of the country they are about to visit, and they will gladly receive any particulars which His Excellency the Governor General in Council may be pleased to place at the disposal of the Chamber.

*From Govt. of India to Chamber of Commerce.*

*Simla, 24th September* 1873.

In acknowledging receipt of your letter of the 17th July last, I am directed to convey to the Bengal Chamber of Commerce the thanks of His Excellency the Viceroy and Governor-General in Council for their suggestions regarding the development of trade with Yarkund, and to state that the views of the Chamber will be fully considered.

2. I am to add that His Excellency in Council entertains hopes that an *ad valorem* import duty of 2½ per cent levied once for all on the frontier will be agreed to by the Atalik Ghazie, though nothing definite can yet be said on the subject.

## SURVEY OF SHIPPING.

THE important question of survey of ships leaving this port has been again referred to the Chamber by the Government. Further instances have been given of country ships, in an unseaworthy condition, having been allowed to leave, and even having received a certificate of seaworthiness from the Government as well as private surveyors in the port. There can be no doubt that this state of things is a great defect and requires amendment; the difficulty, however, has been to find a remedy which, while removing the defect, would not interfere with the freedom of surveys for insurance purposes, or the action of the surveyors themselves. The subject has received very careful consideration from the Committee and been fully discussed by them; the result will be found in the annexed letter to the Government. They recommend a compulsory survey and classification of all vessels with an Asiatic register, and that they should, like vessels classed at Lloyds, be subject thereafter to periodical surveys. This, the Committee were unanimous in believing, would result in many vessels being condemned at once, and the periodical survey would compel native owners to take

the trouble of keeping their ships in a seaworthy state. The other two points, contained in this question, the power of stopping an alleged unseaworthy ship and the responsibilities of surveyors were discussed in all its bearings. It was held by some of the Committee that there should be no interference with ships having an English or Foreign register, but that the power should be limited to the stoppage of vessels in the country trade bearing an Indian or Asiatic register. The opinion of the majority was, however, that such exception would partake of the nature of class legislation, which is, to say the least, most undesirable. The Committee have adopted therefore, in this respect, with some addition, the views expressed on the subject by the Port Commissioners, who are the executive of the port. They recommend that on a representation to them by the Commissioners, the Government shall stop the vessel indicated as unseaworthy, and immediately appoint a Survey Committee—independent of the Commissioners—to report upon her, whose decision shall be final ; the Commissioners to bear the damages and expense of wrongful detention. This last provision will effectually check any unnecessary interference on their part with the fine well found

English vessels frequenting the Port, and, without the objectionable class legislation, leave them practicably free to come and go as they please.

The question of the responsibilities of the surveyors was also freely discussed. Their responsibility now is solely to their respective employers as regards property, and they are apparently free of all responsibility for any loss of life that may result from an inefficient survey on their part. To rectify this the majority of the Committee recommend that they should, as in the case of pilots, be amenable to the verdict of some competent tribunal, and in order to effect this they propose that there shall be none but licensed surveyors allowed in the port.

The views of the majority of the Committee on the whole question will be found detailed in the subjoined correspondence.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 16th September,* 1873.

I AM directed to request that you will be good enough to lay the enclosed copy of a Resolution, which has been this day recorded by the Lieutenant-Governor on the subject of the survey of shipping in this port, before the

Committee of the Chamber of Commerce, and request them to favor His Honor with an expression of their opinion on the matter.

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*RESOLUTION.*

**JUDICIAL DEPARTMENT.**

EMIGRATION.

*Calcutta, the 16th September*, 1873.

READ—

Letters No. 4785, dated 1st September, and No. 5004, dated 11th September, from the Officiating Master Attendant, reporting on the case of the *Shahjehan*, Emigrant Ship.

1. With reference to recent events and rumours, the Lieutenant-Governor thinks it very necessary that Government and the public should fully understand the modes, rules, and practice of marine surveys made in this port, and the responsibilities of the surveyors, in cases where the law requires such survey. His Honor would also wish to have, for purposes of analogy and comparison, similar information regarding the surveys made by private surveyors for the various Marine Insurance Companies. There have lately been two or three very serious mishaps to ships passed for the conveyance of emigrants and passengers. One vessel, the *Indus*, has, it is feared, foundered at sea with all hands. She is, however, believed to have been a first-class vessel. Another (the *Shahjehan*) has put back leaky from the Sandheads. Without saying that there is blame attributable in any case, the Lieutenant-Governor thinks that certainly full enquiry should be made into the general practice of the port.

2. From the Master-Attendant's letters in the case of the *Shahjehan* it appears that she was surveyed by an Assistant Master-Attendant on the 26th August, who certified in the usual printed form that her "hull was sound, tight, staunch, and firm in the fastenings," and that she was "sea-worthy and in all respects fit for the reception and carriage of passengers." The details of survey are set out in the shape of answers to queries on a large printed form, but some of these are not filled up. It appears that she was also privately surveyed on the 21st July and the 17th August, when she was pronounced to be 'in excellent condition about the hull, a good insurance risk, and a vessel well adapted for the carriage of East Indian Emigrants.' On her return to port from outside a few days later owing to serious leakage, further surveys were held by the Government surveyor and by two private surveyors, who discovered "on closer examination a graving piece which had been let in to the fourth plank from the water's edge on the port bow; on removing which they found that the wood of the plank under it was quite rotten. Also, that there was a hole quite through the plank on to the bow timbers." Four planks altogether in the bows had had graving pieces or patches let into them and are now to be re-placed by sound planks. On her being placed in dry dock it was further discovered that the metal on the ship's bottom and a large portion of her false keel had been carried away, evidently by her running over a buoy or cable. It is stated that these injuries do not affect the soundness of the hull, and that they were caused by going over a buoy and cable in February last, a circumstance neither entered into the

vessel's log, nor mentioned by the Master to the Government surveyor when enquiring if the vessel had grounded anywhere since last in dock.

3. As regards the survey, the Lieutenant-Governor is unable to say whether a defect of the kind now acknowledged to exist in the bows should or should not have been discovered before the vessel left port. The surveyors are apparently of opinion that, as the leakage was only serious when the vessel drove into head seas, the Master should have discovered it himself and remedied it without returning. That, too, is a matter upon which only professional seamen can give a satisfactory opinion. The fact remains that a vessel passed as staunch and seaworthy has to put back with serious leakage from the very mouth of the river, and that injuries are then discovered in her bows and hull which were never suspected or discovered by the surveyors.

4. The case of another vessel, *The London*, has been referred to in the public prints. The Lieutenant-Governor has ascertained that this vessel was surveyed for insurance purposes in January and passed as a good risk provided she left in all February drawing not over 18½ feet, and provided a very manifest leak was stopped, and very slight repairs effected. The vessel left at the very end of March, without, it is said, the repairs specified, and drawing considerably more than 18½ feet. She had to return leaky, and is now, it is believed, condemned as utterly rotten. The law gives Government no power to prevent the departure of a vessel in such a state, when she carries neither emigrants nor native passengers.

5. The Lieutenant-Governor fears that these may be by no means solitary instances. The newspapers mention also the case of the *Mymoon*, but she is said to have been surveyed in Rangoon. The Lieutenant-Governor would wish, however, to have an immediate report of the facts from the Master-Attendant.

6. A general impression seems to be abroad that there is grave cause for anxiety and enquiry on this important question in this port. It is believed that one main cause of uncertainty in the survey when made is the practice of deferring the examination till the ship is loaded or half-filled with cargo. It is also certain that in many cases no thorough examination of the hull is attempted.

7. The Lieutenant-Governor desires that the Master-Attendant and Government surveyors will now furnish full and accurate report showing who surveys vessels requiring to be surveyed for Government or emigration purposes; who checks the survey to see that it is sufficient and complete; what rule or practice prevails in regard to surveying such a vessel with cargo in her, in regard to putting her in dock or employing divers for examination of the hull, in regard to testing the soundness of such things as graving pieces, discovery of soft caulking and other defects. The cases should be enumerated in which survey by Government officers is required, and if there is any variety of practice in each case this should be fully explained. The Lieutenant-Governor wishes especially very careful report on the practice in

regard to cooley ships. The Protector of Emigrants will also be asked to report on the practice in regard to the selection and survey of these vessels.

8. The Master-Attendant will also be good enough to state how and under what conditions ships are privately surveyed, and by whom; who appoint the various private surveyors here, and whether they are under any disciplined corporation, such as the Trinity House and Lloyds, &c. The practice of private surveyors as to holding survey when cargo is in, and as to docking and examining the hull, should be explained.

9. The Lieutenant-Governor will be glad to have information and opinions on this subject from the leading private surveyors and merchants, the Chamber of Commerce, Port Trust Commissioners, and some experienced masters of vessels. Steps will be taken to invite such opinions. It is most desirable that Government should know whether many rotten ships are sent out of this port; and, if so, what remedies it is bound to apply to this evil.

By order of the Lieutenant-Governor of Bengal,

A. MACKENZIE,

*Offg. Secretary to the Govt. of Bengal.*

*Report of the Sub-Committee appointed at the Hundred and First Meeting to consider the Resolution recorded by His Honor the Lieutenant-Governor in regard to Modes, Rules, and Practice of Marine Surveyors in the Port of Calcutta.*

PRESENT:

HON'BLE V. H. SCHALCH, *Chairman.*
W. D. BRUCE, ESQ., *Vice-Chairman.*
T. H. WORDIE, ESQ.
T. M. RUSSELL, ESQ.
J. C. MURRAY, ESQ.

THE Committee met on Saturday, the 20th instant, and after a careful consideration of the question, beg to report as follows:—

2. We find that within the Port of Calcutta surveys are held—

(1) For the guidance of underwriters, with a view to the insurance of the cargo or the vessel itself, or both.

(2) In compliance with the provisions of Section 11, Act XII of 1870, for the protection of native passengers other than emigrants.

(3) Under the provisions of Section 40, Act VII of 1871 (the Indian Emigration Act), for the protection of emigrants.

(4) For other special purposes, such as those instituted by Government for vessels carrying mails, troops, or stores belonging to the State.

(5). And for steamers plying between Calcutta and Indian Ports under Act V. (B.C.) of 1862.

3. The practice in the first case is to have the survey made when the vessel is taken up for cargo. The survey is made on behalf of underwriters by a surveyor selected by them from among those persons who are accustomed to conduct surveys in the port. These surveyors are generally retired masters of vessels who have been subject to no examination or inquiry into their fitness for the duty, act under no licenses or authority from Government, or from any corporate body, and are not accountable for the efficient discharge of the responsible duties entrusted to them, except to the underwriters' agents who employ them.

4. In regard to native passenger vessels, the surveyor under the Act is an assistant of the Master-Attendant, and his duties require that he should satisfy himself as to the sea-worthiness of the vessel, ventilation, sufficiency of accommodation, &c.

5. Under Act VII. of 1871 (the Indian Emigration Act), the surveyor is, as in the last case, the Assistant Master-Attendant, and his duties are much the same, but the Protector of Emigrants, at whose request the survey of the vessel is made, undertakes the survey of the provisions, water, &c.

6. In the case of vessels chartered by Government, the survey is the most complete, as with the officer of

the Marine Department is associated the Master Builder of the Dockyard, whose technical knowledge is thus made available. If the vessel to be engaged is a steamer, the Chief Engineer of the Dockyard is also added to the surveying committee. Most of the vessels surveyed in the port of Calcutta are vessels whose characters are generally known from their classification in the several registers of shipping, but there are other vessels which are registered in Indian ports, and vessels flying the flags of other Asiatic countries engaged in the trade of the port. Such vessels have no classification, and many of them are never surveyed.

7. In the case of vessels native owned and commanded, employed between Calcutta and Jeddah, and on the intermediate coasting trade, no survey is ordinarily held for insurance of ship or cargo, as no insurance is taken out by offices employing a surveyor, or if taken out for vessel or cargo, the insurance is effected in the bazaar by native merchants, who seem to be satisfied with what they can ascertain from inquiries without any professional survey in regard to the condition of the vessel. To meet the defects of the present system, to provide for the periodical survey of vessels registered in Indian ports and vessels trading to Indian ports under Asiatic flags, and to appoint competent surveyors under proper control for the performance of these duties, we would propose that a law should be enacted to the following effect:—

I.—Surveyors to such number as may from time to

time be fixed shall be required to hold licenses granted after an examination of the applicants for the same by an officer or a corporate body appointed by Government.

II.—That as the Commissioners are the only corporate executive body vested with authority within the Port of Calcutta, they should be entrusted with the examination and licensing of surveyors.

III.—The examination should be conducted under such rules as the Government might frame by a committee consisting of the Deputy Conservator, the Superintendent of the Dockyard, (*i. e.*, if he possesses a technical knowledge of ship-building, if not, the Master Builder should take his place), and a representative of the underwriting interest.

IV.—Upon the committee reporting to the Port Commissioners the fitness of the applicant to be entrusted with the duties of a survey, they would grant him a license, and the recipient would thus become authorized to conduct surveys under the control of the Commissioners, and subject to such rules as the Commissioners, with the approval of Government, may lay down from time to time for the guidance of licensed surveyors.

V.—In the event of a licensed surveyor being charged with neglect, carelessness, disregard of the rules laid down for his guidance, or any other general misconduct in the performance of his duties, he should be amenable to a court of inquiry, which should have the power of

suspending or cancelling his license, the judgment of the court being subject to the approval of Government. At Calcutta the Judge of the Court for the Trial of Pilots, assisted by two assessors to be nominated by Government, one a representative of the underwriting interest, and the second a man qualified to advise the court in regard to evidence of a technical nature, might be authorized to inquire into charges preferred against licensed surveyors upon the prosecution of the Port Commissioners.

VI.—Licenses in the first instance should be granted by the Port Commissioners to all men at present employed as surveyors by the underwriters of the Port, and the surveyors thus licensed would thereby become subject to the rules and conditions framed by the Port Commissioners with the approval of Government for their guidance.

VII.—If there is reason to believe that a vessel of the class referred to in paragraph 7 about to leave the port is in an unseaworthy condition, the local Government should be authorized to detain the vessel and to appoint a committee to examine her, and also have authority to place the vessel in dock for the purpose of a thorough examination, should the surveying committee report that docking is necessary. Such committee to consist of not less than two licensed surveyors and the Master Builder of the Dockyard.

VIII.—It should not be lawful for any vessel which

has been detained for survey under the rules suggested in the preceding clause to leave the port until she has been duly passed and certified by the surveying committee as seaworthy.

IX.—We understand that it is the practice for underwriters in England to require, before granting a policy of insurance upon vessels registered at Lloyds, Liverpool Lloyds, Bureau Veritas, or other associations of a similar character, that such vessels shall be periodically docked and surveyed. In regard to vessels registered in Indian ports and to foreign vessels trading to the port under Asiatic colours, surveys are seldom required, and such vessels may sail year after year without any docking whatever, although it is a well-known fact that many of these vessels have been vessels condemned and refused by the insurance offices as a safe risk. For this class of vessels we would suggest that an annual survey should be made compulsory, and should be conducted by a committee constituted as shown above in clause 7.

X.—Collectors of Customs at all Indian ports should be instructed to refuse clearance to all ships of this class who cannot show a certificate of having been docked within the year, or cannot produce a certificate from the survey committee to the effect that for the voyage to be undertaken she is in a seaworthy condition.

XI.—In regard to vessels taken up for emigrants, we recommend that the Emigration Agents employed by the several colonies should be required to take up only vessels

of the highest class, or, in the case of vessels registered at Indian ports or under Asiatic colours, only such vessels as a committee of survey constituted as in clause 7 reports after an examination in dock as vessels which, if registered at Lloyds, would be borne in the highest class.

(Sd.) V. H. Schalch.
„ T. M. Russell.
„ T. H. Wordie.
„ J. C. Murray.
„ W. D. Bruce.

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*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 5th November* 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 3608 of the 16th September, forwarding for their information copy of a resolution recorded by the Hon'ble the Lieutenant-Governor on the subject of the survey of shipping in this port, and inviting an expression of their opinion thereon.

The instances adduced in the above resolution, of vessels being allowed to proceed to sea in an unseaworthy state, only confirm the Committee in the opinion they expressed in December of last year—"regarding the character of a large number of native owned vessels belonging to this port," and the necessity of "bringing them under a stricter inspection than would appear to be exercised at present." These native owned and native

commanded vessels are never surveyed, as no Insurance Office will accept a risk on them, and a compulsory survey for the purpose of classification (which it is quite within the province of Government to order) would result in most of them being condemned.

But the resolution of His Honor appears to open up the whole system of surveys of ships, and, if defective, the remedies to be applied.

In the case of an emigrant ship there are two surveys, one by the Government surveyors, both as to her seaworthiness as well as her suitability to the work; the other is by private surveyor or surveyors on behalf of the Insurance Offices, by whom they are employed, and who require such reports to guide them in accepting or refusing risks on ship or cargo that may be offered. In the case of cargo ships, or such as are not required for emigration or Government purposes, the only survey held is by private surveyors for the Insurance Offices.

The first mentioned surveys conducted by Government servants, directly amenable to the authorities for their conduct, need not be discussed, and the Committee have, therefore, directed their attention to the second point, *viz.*, private surveys for purposes of insurance or otherwise.

The surveyors in the port are generally retired Masters of ships, and are employed by the Insurance Offices here, to whom alone they are answerable, and by whom they

are, as a rule, implicitly trusted. There is of course great difficulty, as well as delicacy, in dealing with the relations between private employers and their employés, nor is it advisable that there should be any unnecessary interference; both parties should be left perfectly free as they now are.

Without imputing any blame to the surveyors, the Committee still think that men, on whose professional knowledge, and on the care and accuracy with which they exercise it, so much depends as to the safety of valuable property and still more valuable life, should be subject to some supervision and liable to punishment for careless or ignorant discharge of their duties. The plan proposed by the Port Commissioners (which has been carefully considered by the Committee of the Chamber) appears to them to meet the difficulties mentioned in the simplest as well as the most effective manner, and they recommend its adoption. The proposal is, that any one before he is allowed to exercise his profession as a surveyor shall have a license granted him after having proved his fitness for the work by passing an examination, "conducted under such rules as the Government may frame, before a Board or Committee consisting of the Deputy Conservator, the Superintendent or Master Builder of the Dockyard, and a representative, or representatives, of the underwriting interests." Such examination, however, to be dispensed with in the case of surveyors already practising their profession in the port, who shall be entitled to have licenses granted them on application, and the existing relations between them and the Insurance Companies for

whom they survey would thus remain undisturbed. The licenses should be subject to such conditions as the Government may think necessary and liable to be suspended or withdrawn on proof before a Court of Enquiry of neglectful, careless, or ignorant discharge of their important duties. As the proof of such conduct would show the unfitness of the surveyor, the Committee believe there can be no objection to this on the part of the Insurance Offices.

This brings up the questions of—1*st*, who are to prosecute them before the Court of Enquiry; 2*nd*, the power or circumstances under which the prosecution is to be originated and conducted; and 3*rd*, the constitution of the Court:—and

1*st*.—It appears to the Committee that the executive authorities of the Port, or, in other words, the Port Commissioners, are the only proper body to prosecute, and the licenses should therefore be granted by them or withdrawn or suspended by them, as may be decided by such Court of Enquiry.

2*nd*.—The second point is far more difficult, as it involves the much vexed question of interference with private property and private enterprise. That such interference is sometimes required and should be enforced there is no question, but it should be very cautiously exercised, and the possible abuse of it should be guarded against as jealously as possible. At Home the power of stopping a vessel from proceeding to sea is vested in the Board of

Trade alone; here the Committee think the power should be retained by the Government themselves and not committed to any body of men however responsible. If, in the opinion of the Port Commissioners any vessel is not fit to go to sea, they shall be bound to make a representation to the Government, setting forth their reasons for the opinion, the Government shall stop the vessel proceeding to sea, and a Committee of survey shall be immediately summoned by them to report on her condition, and measures taken in accordance with such report. If unseaworthy, the Committee advise that the recommendations of the Survey Committee, as regards repairs, &c., be carried out before she be allowed to leave the port; or that she be condemned, if pronounced totally unfit. If, on the other hand, the Survey Committee decide that the vessel is able to make the voyage and is seaworthy, that the Port Commissioners be liable for the costs and damage of her detention. The Survey Committee to be entirely independent of the Commissioners, and to be composed of two licensed surveyors, the Master Builder of the Government Dockyard and one or two masters of vessels. With such precautions the Committee believe the action of the Port Commissioners will be regulated so as not to interfere vexatiously with private property, &c., and the surveyors will be certain to conduct their surveys with more care than seems to be the case in some instances.

*3rd.*—When any vessel is condemned or repairs ordered, the surveyor or surveyors who may have previously passed her for insurance (if she have been so passed) shall be liable to be brought up before a Court of Enquiry,

somewhat similar to the Court for trial of pilots, and it "shall have the power of suspending or cancelling his license, its judgment being subject to the approval of Government;" such Court to be in like manner independent of the Commissioners, and might consist, in addition to the Judge, "of two or more assessors to be nominated by the Government, one a representative of the underwriting interest, and the others men qualified to advise the Court in regard to evidence of a technical nature."

As I have observed, these restrictions on the undue exercise of their power by the Commissioners, leaving them the simple initiation of proceedings would, in the opinion of the Committee of the Chamber, ensure, without prejudicing private rights, a more careful system of survey, giving the maximun of safety with the minimum of interference.

I am further requested by the Committee to state that, in their opinion, all sailing vessels with an Indian Register should be subjected to a periodical survey exactly as steam vessels here, and ships at Home, are now. There seems to be no reason why the one should be brought under the operation of a salutary law and the other exempted.

The question has been a difficult one, and has required such careful deliberation that this reply has been unavoidably delayed till now.

## THE PILOT SERVICE.

A Committee, of which the President of the Chamber was a Member, was appointed by Government in July 1872 to advise on some subjects connected with the Pilot Service. The report of this Committee together with the resolution of Government is published below. There are several points still remaining to be decided, and a second Committee, on which also the President has consented to serve, has been appointed and is now sitting. The points submitted to their consideration are—.

(*a.*) Should the pilotage dues be graduated, as heretofore, solely according to the draught of each vessel, or can they be levied according to tonnage ?

(*b.*) Whichever way the Committee may decide, whether for a scale according to tonnage, or for a scale entirely according to draught, or for any scale between the two, the Government would wish to be favored with a scale of pilotage rates such as the Committee would propose for giving effect to the proposed reduction of about two-thirteenths in the total pilotage receipts.

(*c.*) Would the Committee recommend that the pilotage due be made leviable by law, or that they be levied merely under an executive order of Government as at present? A copy of the scale of pilotage rates, as at present in force, is appended to this letter.

(*d.*) Do the Committee recommend that the present grades of Branch, Brevet-Branch, Master and Mate Pilots be retained? or would they divide the pilots into two grades of Master and Mate Pilot? Whichever way the Committee may decide, the Government would wish to know what number they would place in each grade; and whether they would recommend that, during the absence on long leave of over three months of a pilot in any upper grade, a pilot of the lower grade should be appointed to officiate in the upper.

(*e.*) What apportionment of tonnage would the Committee make between the several grades of pilots they may decide upon recommending.

(*f.*) Have the Committee any suggestions to

make in regard to the alteration of the existing rules of practice regarding the "turn" of pilots, their roster for going down to the Sandheads, or on any other matter ?

There is no doubt the whole system requires complete revision, and until the expenses are put upon a much more economical footing and more control exercised over the outgoings than at present, any reduction of pilotage and dues is not only hopeless but impossible. The last paragraph of the instructions to the Committee gives them the opportunity of reviewing the whole system, and suggesting what may appear to them the remedy necessary to check the present positive waste of money. The accounts of the Port published at the end of the last report show, owing to extraordinary circumstances, a surplus under the head of pilotage proper, the normal condition however of the account is that of a heavy deficit. The receipts on this account were during the year

| | | |
|---|---|---|
| 1871-2 ..... | Rs. | 770,000 |
| and of Port approaches— | ,, | 225,000 |
| | Rs. | 995,000 |

The payments to the Dockyard alone, exclusive of pilot vessels, floating lights and buoyage were :

| | | |
|---|---|---|
| Pilotage ... | ... | Rs. 147,000 |
| Port approaches | ... | ,, 155,000 |
| | | Rs. 302,000 |

a sum equal to nearly 30 per cent. of the total receipts! Again, the very inefficient survey of the river, of which your Committee have already complained, costs about Rs. 80,000 a year, and still not a single chart of the river can be obtained, even if any are ever made. As the whole question must now be thoroughly ventilated, the President will be glad of any suggestions Members may have to make, to guide him in his decision.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 16th October* 1873.

The Lieutenant-Governor directs me to forward, for submission to your Chamber, copies of the papers marginally noted regarding the reduction of the number of the Hooghly pilots and the settlement of sundry pilot questions which have been long pending.

Government of India Marine Department No. 36, dated 24th September 1873, with enclosure.

Government of Bengal letter No. 671, dated 5th February 1873, with all enclosures.

2. The Lieutenant-Governor has separately learned from Mr. Murray, the President of the Chamber, that he will favor the Government by sitting on the Committee, who are to consider the questions remaining for settlement. The papers are, however, submitted to the Chamber, as they concern matters of general interest to the trade of the port, and because the Chamber may perhaps be willing to favor the Government with an expression of opinion regarding the suggestion that Hooghly pilotage fees should be arranged more according to tonnage, or regarding the question of "applications" for pilots, discussed at paragraph 16 of the Bengal Government Resolution of the 5th February 1873.

*From Government of India to Government of Bengal.*

*Simla, 24th September* 1873.

With reference to your letters as per margin, I am directed to forward, for the information of the Hon'ble the Lieutenant-Governor, a copy of a resolution by the Financial Department, No. 2289, dated 15th August 1873, sanctioning the proposals of His Honor in connection with the re-organization of the Bengal pilot service, and to state that a further communication will be made with reference to the concluding clause but one of the resolution regarding an extra provincial grant.

No. 671, dated 10th February 1873.
No. 3203, dated 5th September 1872.

No. 2289.

GOVERNMENT OF INDIA.

**FINANCIAL DEPARTMENT.**

*Simla, the 15th August*, 1873.

READ—

Extract from the Proceedings of Government, in the Marine Department, No. 35, dated the 31st May 1873, forwarding, for orders, papers on the subject of the measures necessary for the re-organization of the Bengal pilot service.

The Governor-General in Council observes that the finances of the Calcutta port consist of two branches, *viz* :—

(1) The pilotage dues and charges.
(2) The port approaches, receipts, and charges.

The port finances have been for some years past in a state of chronic deficit, and with a view to bring about an eventual equilibrium between receipts and expenditure, it was suggested to the Government of Bengal that the pilotage dues be reduced and the port dues proportionately increased.

2. The Lieutenant-Governor is of opinion that the port dues are already high, and he is strongly opposed to any increase of them; but at the same time he is unwilling to reduce the proportion of pilotage receipts receivable by the pilots, unless the number of pilots among whom those receipts have to be divided is first largely reduced.

3. He accordingly recommends that the services of 42 running pilots be dispensed with, suggesting, at the same time, that voluntary retirements of service and licensed pilots be induced by the offer of certain increased pensions or bonuses to service pilots and by the offer of bonuses to licensed pilots, and he estimates the cost of these pensions and bonuses at Rs. 2,30,000.

4. The recommendation is sanctioned, with the intimation that the Government of India is willing to enforce, if need be, the necessary number of retirements or withdrawals of licenses if the offer of pensions or bonuses be wholly or partially refused.

5. The Lieutenant-Governor also recommends an increase of Rs. 200 a month in the command allowance of pilot brigs; and this proposal is approved on the condition that the increased allowance shall not come into effect until the contemplated reduction of the pilot service has taken place, and until the number of pilot brigs shall have been reduced by at least one.

6. The proposed revision of the rules and rates of subscription under which the widows and children of a Government pilot are entitled to pensions on the decease of such pilot is also approved.

7. The Governor General in Council at the same time authorizes the withdrawal of the special privileges enjoyed by some of the pilots, compensation being granted to them for the loss they will thus sustain in the way proposed by the Lieutenant-Governor.

8. Orders on His Honor's application for an extra provincial grant to enable him to form a port reserve fund are deferred until he shall have reconsidered the remarks contained in a separate communication of this day's date, No. 2290.

9. His Excellency in Council is further pleased to authorise the appointment of a Committee, as desired by His Honor, to consider the grading of the pilots and the revision of shipping dues.

ORDER.—Ordered that the foregoing resolution be communicated to the Marine Department.

R. B. CHAPMAN,

*Secy. to the Govt. of India.*

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*From Govt. of Bengal to Govt. of India.*

*Calcutta, 5th February* 1873.

I am directed to submit, for the consideration of the Government of India, copy of a resolution setting forth a plan according to which, if the Supreme Government permit, the Lieutenant-Governor would propose to reduce the numbers of the Hooghly Pilot Service, and to bring about an eventual equilibrium between the receipts and expenditure of the Calcutta Port approaches.

2. My letter, No. 2431, dated 10th July, submitted copy of a resolution in which the Lieutenant-Governor

accepted the fact, on which all authorities and the pilots themselves appeared to be agreed, that the number of running pilots on the Hooghly must be reduced, in the interests of the port and the shipping, as well as in the interests of the pilots themselves. At the same time the Lieutenant-Governor was averse to a plan which had then been for some time under discussion, whereby all the members of the whole pilot service were to be bought out by pensions which, at the outset, would involve an expenditure of one and a half lakhs a year.

3. Since the resolution of the 10th July 1872 was submitted to the Government of India, a Committee consisting of the Collector of Customs, the late head of the Marine Department, the late President of the Chamber of Commerce, and a Senior Branch Pilot, have reported upon the two questions referred for their consideration, namely—

(1) The number of running pilots required to do the work of the river; and

(2) Whether the rates of pilotage charged and the proportion awarded to the pilotage were fair in proportion to the work to be done. Copies of the Committee's reports are appended.

The Lieutenant-Governor has, it will be seen from the enclosed resolution, accepted the Committee's views regarding the number of pilots required for the work of the port. But he has not been able fully to accept the Committee's

view that the pilotage charges and the pilots' share of those charges must be kept fully up to the present rates.

4. The Financial Department resolution of the 7th November 1872 had drawn the attention of this Government afresh to the necessity for obtaining an equilibrium between the receipts and charges of the Calcutta Port; while the Financial Department papers received under your endorsement of the 3rd May 1872 discussed one or more plans for securing such equilibrium and for, at the same time, placing the Hooghly Pilot Department on a proper footing. It seemed to the Lieutenant-Governor that, as set forth in the papers last mentioned, the re-arrangement of the port finances and the reduction in the numbers of the pilot service must go hand in hand.

5. The port finances consist of two branches: (1) the pilotage dues and charges, and (2) the port approaches' receipts and charges. The pilotage dues amount to about 6½ annas per register ton on every inward and outward vessel; and the pilotage charges are now very nearly if not quite covered by the pilotage receipts. The port approaches' dues amount to 4 annas per register ton on every inward vessel only, and there was last year (which is the most favorable year we have had) an excess of charges over receipts under this head amounting to Rs. 1,03,000. During the four years ending on the 31st March 1871, the Government lost on an average more than four lakhs a year on account of the annually recurring deficits under the "Hooghly pilotage" and "Calcutta Port approaches'" accounts. During the last two years and a half this defi-

cit has very largely decreased; so much so, that the total annual deficit amounts to little over a lakh of rupees a year. But then, on the other hand, the year's accounts are not charged annually with any percentage on account of the depreciation of stock, nor is there any reserve fund formed or forming to meet the cost of renewing the vessels and plant of the port.

6. The Financial Department papers of May 1872 suggest that the pilotage dues be reduced, and the port dues proportionately raised. On this view the Lieutenant-Governor proposes in the enclosed resolution to act; for he feels quite unable at present to recommend any increase in the port dues of Calcutta, which unfortunately is already one of the most expensive, if not the most expensive, port in the world. At the same time the Lieutenant-Governor feels that the Government cannot, without causing much heart-burning, and perhaps distress to the Hooghly pilots, reduce the total pilotage receipts receivable by pilots, unless it first very largely reduces the number of pilots among whom those receipts have to be divided. The great majority of the Hooghly pilots live not by salaries, but by percentages on the pilotage dues payable by the vessels they bring up or take down. The earnings of each pilot range from Rs. 1,800 a month to Rs. 150 or Rs. 200 a month. The average earnings of each running pilot were (in 1871-72) Rs. 5,395 a year. If a reduction in the numbers of the pilots could be effected, the pilotage dues could be reduced without injuring the average earnings of the remaining pilots. At the same time the varying percentages at which the pilots of

different years draw their share of the pilotage dues might remain unchanged; and one fertile source of discussion and difficulty in former schemes for revising the pilotage arrangements would be removed.

7. The enclosed Resolution accordingly recommends that the services of 42 running pilots should be dispensed with, and suggests that voluntary retirements of service and licensed pilots be induced by the offer of certain increased pensions or bonuses to service pilots, and by the offer of bonuses to licensed pilots. The bonuses or extra pensions proposed are smaller than were suggested in the Financial Department papers of May 1872. If these pensions or bonuses were with the permission of the Government of India to be offered, their total cost would be about Rs. 2,00,000 once for all. If the offer were not taken up, then after the lapse of a certain time it would be necessary to insist upon so many retirements on the offered terms as would secure the required reduction of numbers. The enforced reductions would begin with the junior pilots, whether service or licensed, and would go on until the whole number of pilots had been reduced to seventy.

8. It is for the Government of India to decide whether they are prepared for so large a present outlay, one result of which would be to sweep away a deficit, which for the four years ending with 1870-71 had amounted to over four lakhs per annum. It is for the Government of India also to decide whether they would be willing to enforce retirements or withdrawals of license on forty-two or a less number of junior pilots, if the offer of pension or bonuses

be wholly or partially refused. To the Lieutenant-Governor it seems that for the good of the trade, for the good of the public treasury, and for the good of the pilot body, the number of pilots must be reduced; and if the pilots will not retire on the extra pensions or bonuses offered, there is no choice but to compel their retirement.

9. Among the other matters in the enclosed resolution which would require the orders of the Government of India, is the proposed increase of Rs. 200 a month in the command allowance of pilot brigs. The necessity for this increase, and the reasons for which it was necessary, were set forth in the Bengal Government resolution of the 18th June 1868. The present Lieutenant-Governor concurs in the views then urged by his predecessor and by the marine authorities. He would recommend, however, that the increased allowance be not allowed to take effect until the numbers of the pilot service shall have been reduced, and the number of pilot vessels in commission has also been reduced by at least one brig.

10. Paragraph 17 of the enclosed resolution re-submits to the Government of India a proposal for revising the rules and rates of subscription under which the widow and children of a Government pilot were entitled to pensions on the decease of such pilot. The widow's pension question was much discussed by the Committee, whose report was laid before the Supreme Government in 1868, and it seems unnecessary to enter into it again at length.

11. There is one point which must be borne in mind in considering the papers now submitted—namely, that even if the reductions of the pilot service, the re-apportionment of the port dues, and some reduction of the establishment and dockyard charges be secured, still, notwithstanding all this, there will be at first only a bare equilibrium between the Hooghly pilot and port receipts and expenditure. There will not, so far as this Government can foresee, be for some time any appreciable surplus such as could be set aside to form a reserve fund for renewal of vessels and plant. If the Government of India should still wish to make the Calcutta Port finances over to the provincial services, it would have to be considered whether for the first few years, at any rate, some extra grant should not be given to enable the formation of a port reserve fund in such manner and on such terms as the Government of India might see fit.

12. In conclusion, I am to submit that the Lieutenant-Governor does not propose to make known to the pilots the plans which are now suggested, because it would be undesirable to unsettle their minds still further by publishing proposals which this Government has not power to make without the consent of the Supreme Government. At the same time the Lieutenant-Governor feels that it would be very desirable to reduce the numbers of the pilots as soon as possible, and to settle these questions which have now been under discussion for nearly five years. If the Government of India should be pleased to support the proposals set forth in the enclosed resolution or any modification of them, the Lieutenant-Governor

would be glad to receive an early intimation of the wishes of His Excellency the Viceroy in Council.

*Annexures to this letter are—*

Bengal Government resolution of this date.
" " " " 10th July 1872.
The Pilot Committee's report, dated 31st July 1872.
" " " " 27th August 1872.

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Copy of the foregoing letter, with enclosures, submitted to the Government of India in the Financial Department for information, with reference to their resolution No. 2125, dated 7th November 1872, and to the papers of May 1872, regarding the Calcutta Port finances.

By order of the Lieutenant-Governor of Bengal,

C. BERNARD,

*Offg. Secretary to the Govt. of Bengal.*

CALCUTTA,
*The 10th February* 1873.

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*RESOLUTION.*

**GENERAL DEPARTMENT.**

MARINE.

*Calcutta, the 5th February* 1873.

READ—

Resolution of 10th July 1872, negativing the proposal to buy out all the service pilots of the Hooghly, and appointing a committee to "determine the number of 'running pilots' and others required for

the service of the river Hooghly; also to consider the pilotage charges and ascertain whether the rates now charged and the share thereof awarded to pilots are fair in proportion to the work to be done."

Reports of the Committee dated 31st July 1872 and 27th August 1872.

Read again—

Military Department of the Government of India endorsement of the 3rd May 1872, forwarding remarks and proposals of the Financial Department for reducing the Hooghly pilot service and securing an equilibrium between the income and charges of the Calcutta port approaches.

Read also—

The papers considered in July last regarding other questions pending regarding the pilot service, namely—

(1) Command allowance for pilot brigs.
(2.) Under what rules mates are to serve on brigs.
(3.) Alteration of tonnage limits for each grade.
(4.) Alteration of rules about "applications."
(5.) Widows' pension fund—subscription for.
(6.) Limiting the number in each grade.
(7.) Bringing up to Rs. 150 a month income of any Government pilots who may make short earnings.

Read—

Resolution No. 2125, dated 7th November 1872, from the Financial Department of the Government of India, proposing that the Calcutta and other port approaches should be made "provincial services", as soon as an equilibrium had been established between the receipts and disbursements of the Calcutta port approaches fund.

RESOLUTION.—In the resolution of July last it was recited that the present number of pilots on the Hooghly was much too large for the wants of the port. A Committee composed of the Collector of Customs, who is also Shipping Master, the President of the Chamber of Commerce, the Master-Attendant, and a Senior Branch Pilot, have reported that there were (inclusive of leadsmen) in July 1872—

| | Running pilots. | Pilots on command, or on leave. | Total. |
|---|---|---|---|
| Service pilots .. | 61 | 15 | 76 |
| Licensed „ .. | 39 | 4 | 43 |
| Total | 100 | 19 | 119 |

And the Committee found that the work of the port can be satisfactorily done with—

| Running pilots. | Pilots on command, or on leave. | Total. |
|---|---|---|
| 56 | 14 | 70 |

The Committee further report that the number of leadsmen (inclusive of mates on pilot brigs) should be increased from 13 to 20. The Lieutenant-Governor fully accepts the Committee's view as to the number of pilots required to work the river.

2. On the questions whether the pilotage rates are fair, and whether the pilots should be allowed the same percentage of the pilotage fees as heretofore, the Committee report that the pilotage fees are fair, and are in fact much lower in proportion to the freight tonnage than they used to be. The Committee further consider that the pilots ought to be allowed the same share of the pilotage fees as heretofore, even though they can with the help of steam take down and bring up a larger number of vessels per month. The Committee urge that the average earnings of all the 56 running pilots of the future can hardly exceed Rs. 750 a month, which they consider to be by no means too high for the work to be done.

It seems to the Lieutenant-Governor that, if the total funds of the port of Calcutta, (that is, the pilotage fund and the river approaches fund,) paid their way, and if the income balanced the expenditure, there might be little to say against the Committee's view that the pilotage fees were fair and the share of these fees now enjoyed by the pilots was proper. But, if it be the case that there is annually a large deficit on the finances of the Calcutta port approaches, and if the Government has now to expend considerable sums in buying out the supernumerary pilots and so reducing the service to workable numbers, the Government can very reasonably require a revision of the finances of the Calcutta port approaches, so as to secure an equilibrium between the

income and expenditure, while at the same time it leaves fair average earnings for all the pilots who may continue on the river. The average* earnings of each running pilot for 1871-72 was Rs. 5,395 per annum, but this sum was very unequally divided: the pilots at the top of the list got very large earnings, while those at the bottom earned very little indeed, got very little practice in the river, and could barely support themselves. If, under arrangements which are now to be made, the average earnings of each pilot are equal to Rs. 500 or Rs. 600 a month; and if the earnings and work falling to the several grades of pilots are more equally divided, the Government may fairly re-distribute the port dues so as to secure an equilibrium of the Calcutta port finances.

* The total earnings were—

| | Rs. |
|---|---|
| Pay and allowances .. | .. 13,569 |
| Percentage to free list pilots | .. 3,56,929 |
| Percentage to covenanted pilots | .. 1,20,486 |
| Amount .. .. | .. 4,90,894 |

Divided by the 91 running pilots give Rs. 5,395 a year a piece.

3. The condition of the Calcutta port finances is set forth in the two communications from the Financial Department, and is adverted to in the second report from the Pilot Committee. The Financial Department papers of January 1872 state that the "annual expenses to the State on account of this branch of revenue amount to £135,210 (for 1870-71), and the receipts to £104,864, leaving a net charge of £30,346, which re-

| | Pilot service. Rs. | Approaches to the port. Rs. | Total. Rs. |
|---|---|---|---|
| RECEIPTS. | | | |
| 1867-68 .. .. | 7,45,095 | 2,61,657 | 10,06,752 |
| 1868-69 .. .. | 8,19,686 | 2,52,117 | 10,71,803 |
| 1869-70 .. .. | 7,24,156 | 1,86,455 | 9,10,611 |
| 1870-71 .. .. | 8,42,287 | 2,06,351 | 10,48,638 |
| EXPENDITURE. | | | |
| 1867-68 .. .. | 9,14,062 | 5,37,969 | 14,52,031 |
| 1868-69 .. .. | 9,88,200 | 5,29,561 | 15,17,761 |
| 1869-70 .. .. | 8,72,834 | 4,86,777 | 13,59,611 |
| 1870-71 .. .. | 8,57,855 | 4,94,241 | 13,52,096 |
| DEFICIT. | | | |
| 1867-68 .. .. | 1,68,967 | 2,76,312 | 4,45,279 |
| 1868-69 .. .. | 1,68,514 | 2,77,444 | 4,45,958 |
| 1869-70 .. .. | 1,48,078 | 3,00,322 | 4,49,000 |
| 1870-71 .. .. | 15,568 | 2,87,890 | 3,03,458 |

presents the annual cost (exclusive of pensions to pilots and absentee allowances in England), to which the exchequer is being now put on account of the trade of Calcutta and the provinces with which it has dealings."

The Pilot Committee show that the port finances had in 1871-72 so far improved that the net deficit had been reduced to Rs. 1,02,000; but it is not absolutely certain that the deficit will, under present arrangements, remain so much below the average of former years. The only way to secure an equilibrium between receipts and expenditure is either to raise the income of the port or to reduce its expenditure. The Calcutta port dues are already high, and the Lieutenant-Governor would not willingly propose to raise them further. He considers, however, that the dues may be fairly and reasonably re-distributed between the pilotage and the rest of the port charges, inasmuch as the deficit on the pilotage has been always so much smaller than the deficit on the rest of the port accounts. The pilotage charges of the Hooghly are at present, according to paragraph 69 of the Committee's report, about 6½ annas per register tonnage; while the income of the Calcutta port over and above pilotage is raised by a fee of four annas per ton on all vessels entering the river Hooghly.

With a view to making the relation between income and expenditure more equable under both heads of the Calcutta port approaches, the Lieutenant-Governor would re-distribute the pilotage dues and port dues so as to make the pilotage dues fall at the rate of about 5½ annas

per register ton, and so as to raise the share of the port dues pertaining to the port approaches to about 6 annas per ton. The pilotage dues are paid by vessels both up and down; the port dues are paid only once—on entering the harbour. For every anna per ton taken off the pilotage dues, two annas can be added to the port dues without imposing any additional burden on trade. Under such a re-distribution the average earnings of each of fifty-six running pilots would be about—

| | Rs. |
|---|---|
| Pay and allowances as before, about .. | 13,000 |
| $\frac{11}{13}$ of the former earnings of free and licensed pilots $\frac{11}{13} \times$ Rs. 4,77,415 ... | 4,03,966 |
| Grand total ... | 4,17,000 |

Divided by 56 running pilots=Rs. 7,446 a year per running pilot.

4. But a re-distribution, such as has been indicated in the foregoing paragraphs, would not of itself suffice to secure equilibrium: some reduction of expenditure is also necessary. Admiral Mend's report showed clearly that one pilot vessel at least might be spared; the Financial Department papers also urge that one pilot brig be reduced, and there seems no doubt that such reduction can be carried out as soon as the numbers of the pilot service are reduced. While the pilots are over numerous, the pilot vessels would be too crowded if one of the pilot brigs were reduced. The eventual reduction of one pilot brig will secure an annual saving of

about Rs. 20,000. The main items which made up the outlay of the Calcutta port approaches during 1870-71 were—

*Pilotage heading.*

| | Rs. |
|---|---|
| Pay and allowances of pilots .. | 66,000 |
| Pilotage allowance to free list pilots .. | 3,57,000 |
| „ „ to licensed „ ... | 1,20,500 |
| Dock-yard charges .. .. .. | 1,48,000 |
| Miscellaneous ... ... .. ... | 12,000 |

*Port approaches proper.*

| | |
|---|---|
| River survey and buoyage .. ... | 79,000 |
| Light vessels and light-houses .. .. | 65,000 |
| Dock-yard charges .. ... ... | 1,55,000 |
| Miscellaneous ... ... ... ... | 25,000 |

5. When the pilotage dues are reduced, the percentage enjoyed by the pilots will amount to less than before. The withdrawal of the steamer *Agitator* from the Hooghly will relieve port finances somewhat; but, on the other hand, other charges will have to be incurred from time to time for the particular work which the *Agitator* had been intended to perform. For the rest it is not clear that any further reduction can immediately be obtained. The dock-yard charges are a very large item in the cost of the approaches, and it may possibly be hereafter found that too large a share of the charges is debited to the port approaches. The details of these charges are being examined by a Committee of the

Chamber of Commerce, and it certainly does seem as if the several vessels belonging to the Hooghly pilot and river services might, if they were once well equipped and put in thorough order, be kept in repair for less than three lakhs of rupees a year. On the other hand, there will be considerable charges during the next two years on account of steam vessels which will have to be supplied to the river surveyor, and possibly to the pilots, in place of the vessels now in use. In the end the supply of new craft of approved pattern will enable the Government to reduce some of the old-fashioned vessels and boats now employed on the river, and eventually some saving may be secured; but for the present the Government cannot hope for a larger reduction than Rs. 10,000 in the dock-yard charges under each of the heads of the port accounts. With these reductions, namely—

| | Rs. |
|---|---|
| One pilot vessel ... ... ... ... | 20,000 |
| Pilotage dock-yard charges ... .. | 10,000 |
| Port approaches .. ... ... ... | 10,000 |

the port finances would, with same tonnage of vessels and the same miscellaneous charges as came into port in 1871-72, stand* thus :—

* See detailed statement appended.

| | Pilotage. | Port approaches. | Total. |
|---|---|---|---|
| | Rs. | Rs. | Rs. |
| Receipts ... | 6,90,500 | 3,61,500 | 10,52,000 |
| Expenditure ... | 7,08,400 | 3,38,000 | 10,46,400 |
| Difference ... | 17,900 | 23,500 | 5,600 |

So that, if all these reductions and savings could be

carried out, and if all other circumstances are as favorable as during the year 1871-72, an equilibrium between the receipts and expenditure of the port would be secured. It must be borne in mind, however, that the results of 1871-72, namely, a deficit of only Rs. 1,02,000, were very much more favorable than the results of the preceding four years, which gave an average deficit of Rs. 4,30,000; the Government cannot be certain that future years will always give such *comparatively* favorable results as did the year 1871-72. Further, the provincial funds could not undertake the port receipts and charges, if a mere equilibrium was established, unless the means were granted for establishing a depreciation or reserve fund from which the steamers, vessels, buoys, and other plant of the port, could be renewed. The sum to be yearly set apart for such a purpose could not well be less than one lakh of rupees a year, until it reached three lakhs, at which sum it would have to be kept.

6. The future working of the pilot service, and the possibility of re-distributing the port dues in the manner now proposed, depend in a great degree on the reduction of the number of running pilots to 56, as suggested by the Committee. The shore appointments of the Bengal Marine have been much reduced, and the number of these appointments may have to be reduced still further. One member of the pilot service is already temporarily employed on shore, and there seems no hope of being able to reduce the pilot service by employing its members in shore appointments. The only alterna-

tive left is to dispense with the services of a certain number of pilots on such terms as may be held equitable.

7. The pilots of the Hooghly at present consist of—

*The Pilot Service.*

12 branch pilots.
30 master „
30 mate „
4 2nd mate „

*The Licensed Pilots.*

22 master pilots.
12 mate „

The members of the pilot service are allowed to draw either salaries according to fixed rates, or 60 per cent. on the pilotage fees they may earn. Service pilots who "go on the free list," that is, elect for a percentage of fees instead of salary, enjoy privileges in the shape of pay when on leave of absence, pension on retirement, and pensions to widows. The licensed pilots get fourteen of them 60 per cent., and the rest 50 per cent. of the pilotage fees they may earn. The service pilots had been recognised in Government documents as a "covenanted service;" they are recruited from England. They have always had expectations of regular promotion and ultimate pension, and whatever their strictly *legal* claims may be, the Government would wish to treat them liberally. The licensed pilots, on the other hand, were not licensed for a particular term of years, and their licenses might technically be revocable; but these pilots have

probably taken to the Hooghly service as a profession, with the not unreasonable expectation that they would retain their licenses so long as they conducted themselves well. The Government would, therefore, wish to respect their claims also as far as it can.

8. The Financial Department papers of January 1872 contemplate the retirement of six of the very senior pilots on the pensions of their grade, with an extra pension of either £200 or £150 a year; these papers also contemplate the withdrawal of the licenses of all licensed pilots, except fifteen, who might be retained as supernumeraries. Each licensed pilot whose license may be withdrawn should, the Financial Department proposes, receive a gratuity of one month's average earnings for each year of service. It appears, however, to the Lieutenant-Governor that, if the proposed re-distribution of the port fees is to be carried out, and the pilotage fees indirectly reduced, the numbers of the pilot service must be brought down to the required standard. If the service remain overfull, and the re-distribution of port dues take place, the position of the pilots will be worse instead of better. Further, the Lieutenant-Governor considers that, for the good of the river service, and in fairness to the licensed pilots, any enforced reduction in the numbers of the service should not be restricted to the licensed pilots alone. His view is, that, if out of a service of 76 service pilots and 34 licensed pilots 40 pilots have to be reduced, one-quarter at least of the reduction should fall among the service pilots. The following terms have been suggested to the Lieutenant-Governor as likely

to induce retirements—(1) an extra pension of £80 a year, or a bonus of £1,000 to every branch pilot who may retire within six months of the offer of these terms; (2) an extra pension of £80 a year, or a bonus of £1,200 to every service master pilot who, being entitled to a master's pension, retires within six months as above; (3) a pension of £100 a year, or a bonus of £1,500 to any service master pilot who, not being entitled to a master pilot's pension, has served for more than fourteen years and retires as above; (4) a bonus of £80 for every year's service to master and mate pilots of the Government list who have served less than fourteen years; (5) a bonus of £50 for every year's service to each licensed pilot who surrenders his license within six months as above.

9. If these terms were approved, ten pensions or gratuities might be offered to the service pilots, and thirty gratuities might be offered to the licensed pilots. The offer might be open for a period of six months; if a larger number than is required accepted the offer, the seniors would have the preference. If a larger number of acceptances than was required came from either branch of the pilot body, the Government would reserve discretion to allot a larger number of pensions or gratuities to either the service or the licensed branch.

If, when the six months was over, the full number of retirements had not been completed, the Government would have to dispense with the service of as many pilots as would make up the required reduction in the numbers of the service. The Government would first weed out

those service and licensed pilots who might either from physical infirmity or misconduct have been found ineligible for retention, and the remainder of the reductions would have to be made up by dispensing with the services of the junior pilots. The men on the licensed and the service list would be reduced as they stand in the order of seniority, the latest recruit to either branch of the pilot body being the first to be reduced. To each pilot who would come under reduction would be given the pension or gratuity which might be sanctioned for voluntary retirements. Mate pilots under thirty years of age would be allowed to receive their gratuities and to rejoin the service as licensed leadsmen, until the required number of twenty leadsmen was made up. Mate pilots so rejoining as leadsmen would rank above the leadsmen and mates of pilot brigs now in employment.

10. The Lieutenant-Governor sees that there may be cases of hardship in thus dispensing with the services of so many pilots, but he hopes that the pensions and gratuities which may be sanctioned will go far to make up for such hardships. This question of the reduction of the pilot service has been for a long time under discussion; all authorities are agreed that the pilots as a body cannot do their duty and know their work properly, and cannot earn enough to support themselves so long as their numbers are 57 per cent. larger than the business of the river requires. In the interests of the trade of Calcutta, and of the pilots themselves, the reduction must be made. By casualties alone, the necessary reduction would not be secured within 14 or 15 years at shortest, and, meanwhile,

the re-distribution of the port dues required for the financial equilibrium of the port would be nearly impossible on account of the hardship it would occasion to the overgrown and (on the average) under-paid pilot body.

11. When the reduction is carried out, the pilot body would probably stand thus:—

60 service pilots.
10 licensed pilots.

The service would be divided either into 8 branch pilots, 22 master pilots, 22 mate pilots, and 8 junior mate pilots; or into 30 master and 30 mate pilots, according as the Government might be advised. In any case, the salaries of pilots now in the service would remain untouched, and the 8 senior pilots would, whatever these latter might be, retain the salaries now allowed to branch pilots.

12. The re-distribution of the port dues might, if sanctioned by the Supreme Government, take effect from the 1st July 1873. But all service pilots who have gone on the free list would, when the re-distribution is made, be allowed one additional opportunity of returning to the salaried list, if they see fit so to do. The pilots will hereafter be recruited by the addition of fresh men to the licensed list on each vacancy which occurs in either the service or the licensed branch, but no new recruit and no service pilot, going hereafter on the free list, will be allowed more than 50 per cent. on the pilotage fees for the time being.

13. There remain the other points mentioned in paragraph 10 of the resolution of July 1872. Regarding the first point, namely, the *command allowance for pilot brigs*, the Lieutenant-Governor fully concurs in the view expressed by the late Lieutenant-Governor (paragraph 9 of the Resolution of 18th June 1868.) He considers that, with the present and prospective earnings of the pilot service, a command allowance of Rs. 200 a month is not sufficient to attract the best senior men of the pilot service to the command of the brigs; it is absolutely necessary* that the commanders of brigs should be senior men of approved character, and he would strongly recommend that the recommendation of Sir W. Grey's government be allowed to take effect, and that the command allowance of pilot brigs be fixed at Rs. 400 a month. The increase, however, should not come into effect until the reduction of the pilot service has taken place, and until the number of pilot brigs shall have been reduced from four to three.

* See paragraphs 24-31 of Captain Howe's letter No. 160t, dated 25th March 1871.

14. The second point, namely, the rules under which mate pilots should serve on brigs, will be disposed of by the recent recommendation of the Pilot Committee, who would rate the mates of pilot brigs with leadsmen, and would require that every leadsman should serve one year as mate of a pilot brig before he can be qualified for duty as a "running pilot." This recommendation the Lieutenant-Governor fully accepts, and would carry out. Mate pilots will, therefore, not be required to serve as mates of pilot brigs.

15. The third point is the alteration of tonnage for each grade. The tonnage scale of pilot fees will have to be altered, if the re-distribution of pilot fees now proposed is sanctioned. The shape which such alteration must take will be dependent upon whether the four grades of branch, master, mate, and junior mate pilots, be maintained, or whether the members of the pilot service be arranged, as has on former occasions been suggested, in two grades. In any case, the Lieutenant-Governor would anticipate that at any alteration of the pilotage fees, some regard should be had to registered tonnage as well as to the mere draught of the vessels to be piloted. The register tonnage and the freight tonnage of the long steam vessels which now come to the port are larger in proportion to their draught than the tonnage of sailing vessels of similar draught. The difficulty and risk of piloting the long canal vessels in the narrow winding channels of the Calcutta approaches is great in proportion to their *draught*.

16. The fourth point is *the alteration of the rule about applications*. Paragraph 15 of Bengal Government's Resolution, dated 18th July 1868, contains the orders of this Government, on the suggestions made by the Committee of 1867 regarding "applications" for pilots. One of the enclosures to the paper received from the Financial Department mentions that pilots bribe the masters of vessels to apply for them out of their turn; and the same paper appears to consider it would be better for the pilot service generally, if applications were abolished and every pilot took his turn on the class of

vessels to which he was entitled. In this the Lieutenant-Governor can by no means concur. It must be remembered that the pilots and the pilot service exist for the good of the shipping and the river trade. Owners and agents would probably prefer the present system, under which they can apply for the services of those pilots in whom they have most confidence. The system, moreover, is a direct encouragement to pilots to do their work well, and to serve the shipping loyally and honestly. It is, moreover, a discouragement to idleness and irregularities of all kinds, for no master of a large vessel will apply for a pilot who has a character for carelessness or irregularity. The restrictions described in the Resolution of July 1868 prevent the application system from disorganising or impeding the work of the river. Therefore, the Lieutenant-Governor would not propose to alter the application system, though he will be ready to consider any representations which the Chamber of Commerce or the Master-Attendant may see fit to make upon the subject.

17. The fifth point is, *the widows' and orphans' pension question.* At present the rule is as under—

"In consideration of a monthly contribution, to the extent noted in the margin, by the pilots of the several grades towards a fund for pensionary support to their widows and orphans, the following pensions are allowed by Government:—

| | *Contributions.* | | | |
|---|---|---|---|---|
| Branch pilot at | Rs. | 40 | per mensem | each. |
| Master | ,, | 20 | ,, | ,, |
| First Mate | ,, | 10 | ,, | ,, |
| Second Mate and Volunteer | ,, | 4 | ,, | ,, |

| | | | |
|---|---|---|---|
| Branch pilot .. | Rs. | 200 | per mensem. |
| Master .. .. | „ | 100 | „ |
| First .. .. | „ | 60 | „ |
| Second mate and volunteer | „ | 30 | „ |

*Families.*

| | | | |
|---|---|---|---|
| Widow of branch pilot ... | Rs. | 100 | „ |
| Ditto master ... | „ | 50 | „ |
| Ditto first mate ... | „ | 30 | „ |
| Ditto second mate, &c. | „ | 15 | „ |

*Children.*

| | | | |
|---|---|---|---|
| Girls until ten years of age ... ... | Rs. | 14 | „ |
| „ after ten years until married .. ... | „ | 20 | „ |
| Boys until fifteen years of age .. ... | „ | 12 | „ |

In the year 1867 a Committee recommended that the members of the pilot service might be allowed, as long as they should be employed under the Government of Bengal, or any of the Indian Governments, to pay monthly a portion of the present subscription now paid by members of the service, as per scale marginally noted; and that any officer who remained as a running pilot in the service of Government might be allowed to subscribe in any grade he might select, and his widow be permitted to draw the pension allotted to such grade, provided that

| | | |
|---|---|---|
| Branch pilot .. .. .. | Rs. | 16 |
| Master .. .. .. | „ | 8 |
| Mate .. .. .. | „ | 4 |
| 2nd Mate and Volunteer .. .. | „ | 2 |

the aggregate amount of his subscription amounted to the sums noted below :—

| | | | | | |
|---|---|---|---|---|---|
| Rs. 5,000 | for branch pilots ; | widows' pension | Rs. | 100 | per mensem. |
| „ 3,000 | for masters ; | „ „ | „ | 50 | „ |
| „ 1,800 | for mates ; | „ „ | „ | 30 | „ |
| „ 900 | for second mates ; | „ „ | „ | 15 | „ |

and that should the total sum paid up at his decease be less than the above minimum for each grade, a deduction of one-sixth shall be made from the pension which would otherwise have been paid to his widow till the amount is made up, which being effected the widow to receive the full amount of pension.

In the event of any officer quitting the service and declining to subscribe as above, his subscription shall cease as at present, and on his death, should he have been married at the time of his retirement, his widow shall be entitled to the pension allotted to widows of officers of the substantive rank he held at the time of such retirement.

The Lieutenant-Governor approves these proposals, and will ask permission to have them carried out.

18. The sixth and seventh points, namely, *limitation of numbers in each grade*, and *supplementing of short earnings by service pilots on the free list*, will not now press for settlement. The number of pilots in each grade will be fixed after the best authorities have advised the Government on the points noted in paragraph 15 of this resolution. The reduction in the numbers of the

pilot service will, it is believed, secure to each pilot who is in any way competent a larger income than Rs. 150 a month.

19. There remains the difficulty and inconvenience caused by the extraordinary privileges of the *special* branch pilots. In this Government resolution of June 1868 it was noted that though some branch pilots were entitled under former orders to *special* privileges, yet only three branch pilots in reality exercised those privileges, as the other six privileged branch pilots were either on leave in England or were in command of pilot vessels. The special privileges were accordingly abolished in the case of future branch pilots only. During the last four years there have always been at least three of these privileged officers who have been enabled by these privileges to make very large earnings to the detriment of all the rest of the branch and master pilots. The Lieutenant-Governor is satisfied that, for the good of the pilots generally, the enjoyment of these special privileges should cease as speedily as possible in the case of the present, as well in the case of the future branch pilots, who should hereafter have no special privileges, except in respect of ships of their own grade of tonnage. At the same time, the Lieutenant-Governor considers that some extra bonus may properly be given to any branch pilots who have, as running pilots, exercised these special privileges during the years 1870 and 1871; and he would be prepared to recommend that an extra pension of £30 a year on retirement, or a bonus of £400, be given to such branch pilots who may have exercised during the year

1870 and 1871 the special privileges recognised by the resolution of June 1868. The re-apportionment of the tonnage between the several grades of pilots would be matter for the consideration of a committee. It has been represented to Government, and apparently the representation is well founded, that under present rules, the thirteen branch pilots get more and larger vessels than the seventy master pilots get altogether.

20. The maximum expense of thus reducing the pilot body and granting extra pensions or gratuities will probably be—

| | |
|---|---|
| 4 branch pilot bonuses of £1,000 each ... | £4,000 |
| 2 master „ „ of £1,200 „ .. | £2,400 |
| 2 „ „ „ of £1,500 „ .. | 3,000 |
| 2 junior „ „ of £80 for each year; average of the year ... ... | 1,600 |
| Total for 10 service pilots .. | 11,000 |
| 30 licensed pilots; gratuities at £50 for each year of service; average of service eight years .. ... ... | 12,000 |
| 4 bonuses for withdrawal of special privileges to branch pilots .. ... | 1,600 |
| Grand Total ... | £24,600 |

These terms cannot be offered, and no proposal can be made to spend so much money until the pleasure of the

Government of India be known. If the general scope of the proposals now made should be approved, the Lieutenant-Governor would ask the gentlemen named in the margin to favor the Government with a further report upon the points raised in paragraphs 3 and 15 of this resolution, namely :—

Mr. Crawford.
Mr. Murray, President Chamber of Commerce.
Captain Baker, Officiating Master-Attendant.
Mr. Noakes, Branch Pilot.
A selected Master Pilot.

(1) The grades in which the service pilots should be arranged, and the number in each grade.

(2) The revision of the pilotage dues on shipping, so as to reduce the average incidence of the dues from about six and-a-half annas per ton on the registered tonnage to about five and-a-half annas per ton; the arrangement of the new pilotage rates, so as to make the rate of fee have more reference to the tonnage and less to the mere draught of the vessel piloted; and the apportionment of the tonnage more fairly between the several grades of pilots.

The Committee will be put in possession of all the papers they may wish to see, which have passed on pilot questions during the last fourteen years, and they will be invited to summon before them and question any pilots or Government servants

in the Marine Department whose evidence may be of value.

By order of the Lieutenant-Governor of Bengal,

C. BERNARD,
*Offg. Secretary to the Govt. of Bengal.*

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COPY submitted by separate letter explaining the financial bearings of the matter to the Government of India in the Marine and Financial Departments. Meanwhile, the papers will be kept as "confidential" until the pleasure of the Government of India be known.

By order of the Lieutenant-Governor of Bengal,

C. BERNARD,
*Offg. Secretary to the Govt. of Bengal.*

CALCUTTA,
*The 5th February* 1873.

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*Detailed Statement referred to in paragraph 4 as showing the alteration which the proposed re-distribution and reduction of dues and charges ought to make in the port finances.*

The figures for 1871-72 are taken from the Master-Attendant's statement enclosed in letter No. 5673, dated 11th September 1872.

PILOTAGE RECEIPTS AND CHARGES.

| Receipts. | | | Charges. | | |
|---|---|---|---|---|---|
| | Actuals of 1871-72. | Actuals as they would be, if the proposed redistribution and reductions were carried out. | | Actuals of 1871-72. | Actuals as they would be, if the proposed redistribution and reductions were carried out. |
| | Rs. | Rs. | | Rs. | Rs. |
| Pilotage receipts* .. | 7,79,000 | 6,58,000 | Salaried pilots' allowances .. .. .. | 41,800 | 30,000 |
| Lead money for volunteers .. .. .. | 10,900 | 10,900 | Pilotage allowances, free list .. .. .. | 3,56,900 | 3,01,900 |
| Mess money deductions | 23,400 | 16,000 | Pilotage allowances, licensed list .. .. | 1,20,500 | 1,01,900 |
| Dockyard's receipts and Miscellaneous .. | 5,600 | 5,600 | Pilot vessels, including *Celerity* and *Undaunted* | 91,700 | 71,000 |
| | | | Mess, passenger, and miscellaneous .. .. | 32,500 | 28,000 |
| | | | Harbour Master and share of Master-Attendant's establishments. | 30,100 | 30,100 |
| | | | Dockyard charges .. | 1,30,500 | 1,20,500 |
| | | | Volunteers & Leadsmen. | 22,300 | 25,000 |
| Total .. | 8,18,900 | 6,90,500 | Total .. | 8,26,300 | 7,08,400 |

* The pilotage receipts under the re-distribution arrangements are taken at $\frac{11}{13}$ths of the old receipts, and the pilotage allowances on the "charges" side are calculated at $\frac{11}{13}$ths of the actuals of 1871-72.

This leaves the pilotage service account with a small deficit balance, which might in turn be wiped off by

economies and by the admission of *future* licensed and free pilots to 50 per cent. instead of 60 per cent. of the pilotage fees.

*Detailed Statement referred to in paragraph 4, as showing the alteration which the proposed re-distribution and reduction of dues and charges ought to make in the port finances.*

The figures for 1871-72 are taken from the Master-Attendant's statement enclosed in letter No. 5673, dated 11th September 1872.

PORT APPROACHES.

| Receipts. | | | Charges. | | |
|---|---|---|---|---|---|
| | Actuals of 1871-72. | Actuals as they would be, if the proposed redistribution and reductions had been carried out. | | Actuals of 1871-72. | Actuals as they would be, if the proposed redistribution and reductions were carried out. |
| | Rs. | Rs. | | Rs. | Rs. |
| Port dues .. .. .. | 2,25,000 | 3,37,500 | River Survey and Buoyage .. .. .. | 78,700 | 78,700 |
| Salvage and wreck credits from dockyard, &c. | 24,000 | 24,000 | Floating light-vessels and light-house .. | 64,900 | 64,900 |
| | | | Share of Master-Attendant's establishment | 18,000 | 18,000 |
| | | | Dockyard charges .. | 1,64,000 | 1,50,000 |
| | | | Miscellaneous, &c. .. | 26,400 | 26,400 |
| Total .. | 2,49,000 | 3,61,500 | Total .. | 3,52,000 | 3,38,000 |

*N. B.*—Credits on account of vessels lent to other departments are omitted, for the provincial Government would not keep up a staff of vessels sufficient for such loans.

The deficit of Rs. 1,03,000 would thus be turned into a surplus of about Rs. 23,000, if all the recommendations and proposals now made can be carried out, and if the shipping and trade of Calcutta remain much as they now are.

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*RESOLUTION.*

**GENERAL DEPARTMENT.**

MARINE.

*Calcutta, the 10th July* 1872.

READ the following papers :—

1. Report* of a Committee appointed to consider the position and prospects of the Pilot Service, and to inquire into certain alleged grievances said to obtain in the service.

* Dated the 22nd May 1867.

2. Letter from the Officiating Master-Attendant, No. 02,300, dated the 19th October 1867, containing his opinion on the proposals of the Committee.

3. Resolution recorded by the Lieutenant-Governor on the above papers, dated the 18th June 1868.

4. Letter from Captain Howe, Officiating Master-Attendant, No. 3525, dated the 8th July 1869,

submitting the opinions of various members of the Pilot Service on the measures proposed by the abovenamed Committee, and a memorandum by Mr. R. Taylor, Deputy Accountant-General, Bengal, on the amount of pension to be offered to Government pilots.

5. Letter from Captain Howe, Officiating Master-Attendant, No. 1601, dated the 25th March 1871, reviewing the condition of the Pilot Service, past and present.

6. Letter to the Officiating Master-Attendant, No. 673, dated 22nd February 1872, calling for further information regarding the Pilot Service.

7. The Officiating Master-Attendant's reply, No. 2265, dated the 10th April 1872.

1. Early in 1867, the Bengal Government appointed a Committee to report upon the position, prospects, and alleged grievances of the Hooghly Pilot Service. The Committee made a full report in May 1867; the Master-Attendant's views were taken; and this Government passed a resolution disposing of most of the Committee's suggestions in June 1868; but Government reserved consideration of the Committee's proposal for a radical change in the constitution of the service, or other for the total abolition of the Pilot Service as a covenanted service of Government. The Committee had proposed to buy off all the privileges of these covenanted servants,

granting them at once pensions according to their grades. All the pilots would then be mere "licensed pilots," and would have no further claim on Government for furlough, pay, or any thing† else.

†Widows' pensions were to be considered separately.

2. The real present difficulty is, that, owing to the use of larger vessels to the more frequent employment of steam tugs, and to increase in the number of steamers, a Hooghly pilot can now-a-days take four, five, and even seven vessels a month, whereas formerly he used to take two or three. Further, as the trade now comes in larger vessels, there are fewer of them, and as a consequence the junior pilots really have not enough to do; they do not keep up their knowledge of the river, and they do not earn enough to keep themselves. No doubt, one reason of the dearth of work for junior pilots is the extraordinary privilege allowed to branch pilots, who are enabled to get plenty of work and to earn about Rs. 14,000, a year. It is by no means clear how many "running pilots" are absolutely required to do the work of the port; but whatever may be the actual number really required to work the port, it is abundantly clear that the present number of pilots is much too large; the men at the bottom get very insufficient income, and cannot possibly keep up their knowledge of the 283 miles of really difficult navigation.

3. The gist of the Committee's scheme, of Captain Howe's scheme, and of the Account Department (Mr. Taylor's) scheme, is to abolish the covenanted service, to

pension off all the Government servants, and to have no one left but licensed pilots. It is understood that all the pensioned covenanted servants can then keep on running as licensed pilots. These pensions, at the lowest rate the covenanted pilots are likely to accept, will cost 1½ lakhs of rupees a year; and the make-weight against this extra charge is the proposed reduction of the pilot's share of the pilotage to 50 per cent. instead of 60 per cent.; Government would also be saved all charges for absentee pay and allowances. Mr. Taylor says (and he is probably right) that after eight years' time Government would begin to gain by the new arrangements, and that eventually the alteration in the service would pay. Notwithstanding these expectations, there must always be great objections to pensioning off a whole covenanted service, on the understanding that the servants now to be pensioned should still continue their profession just the same.

4. Though the Committee and Captain Howe were in favor of thus pensioning off the whole service, the Lieutenant-Governor considers that this proposition cannot properly be accepted, and must be wholly negatived. The crying evil* is, that we have too many pilots of all grades; yet the men pensioned are still, under the proposed arrangements, to be allowed to work as "licensed pilots." It is alleged that there are at least a dozen pilots who would at once leave the profession, if they got pension, and thus the number of "running pilots" would be

* On this every authority, down to Admiral Mends, in his report of a few weeks back, is agreed.

reduced, and the men left would be better off and more efficient. But it is always doubtful how far expectations of this kind would be carried out; and the Government might find the same dead-lock after spending 1½ lakhs of rupees a year for some years in pensioning off the whole Pilot Service.

5. The argument in the next foregoing paragraph against pensioning off the whole service seems to His Honor very strong. But over and above that argument there are grounds for the opinion that it is in the interests of the port that some at least of the pilots should belong to a covenanted service on which Government has a strong hold in the shape of the absentee allowances, pensions, and other privileges it bestows. All the pilots must be Europeans or East Indians; the pilots must all have served a long apprenticeship to the river; and if the whole body of pilots were merely licensed pilots quite free to come and go, they might at any time strike for higher wages, or bargain for gratuities, or in many ways they might very seriously† hamper the trade of the port.

† They clearly seem to have evaded the rules and set at naught the action of Government in the matter of gratuities. Several years ago the legal earnings of pilots were nearly doubled all round, because the acceptance of gratuities was thenceforward to be strictly forbidden. Yet the present correspondence shows that gratuities are still more or less generally taken by the Hooghly pilots.

The profession must always be a close profession; it would take years to breed up another race of pilots; and it may after all be the best policy for Government to continue the covenanted service for a part at least of the trade of the port, till at least it dies a natural death.

6. The Lieutenant-Governor is of opinion that an attempt should at once be made to arrive at a true estimate of the number of "running pilots" who may be necessary to work the port properly; and also at the number of pilots (as a whole) which may be required to produce the requisite number of "running pilots." A certain proportion of the pilots will always be on the pilot brigs, or on tug steamers, or on leave, or on some shore appointment. This point should be reported on by a Committee consisting of Mr. Crawford, Captain Boon, a representative of the Chamber of Commerce, and a representative of the pilots to be nominated by the Master-Attendant.

When it shall have been ascertained exactly how many "running pilots" and "total pilots" are wanted, then the Lieutenant-Governor will decide how this number had best be distributed among the several classes of Government servants and of licensed pilots; and what amount, if any, the Government may offer as fair pensions to buy out the supernumeraries of each grade. The concession to the privileged branch pilots, who now under a custom (which was again sanctioned in paragraphs 6 and 21 of Government Resolution of June 1868) monopolize an unfair share of the shipping, will then be re-considered. Some of the men may take pension, if offered, and some will not. As a set-off against these pensions, there will be shown some reductions of charge. But it is absolutely clear that it is very desirable in some way or another to reduce the number of "running pilots." Under this plan every man who is pensioned must leave

off piloting vessels on the Hooghly; whereas under the other scheme every man pensioned may stay on as a "running pilot."

7. Under the orders of Government, No. 3105, dated the 6th September 1869, the admission of leadsmen has been stopped until the service numbers 100 all told. The Lieutenant-Governor now directs that no new recruits shall be taken into the service until the whole number of "running pilots" is brought down to the required strength.

8. In future no fresh "free list" or "licensed pilot" should get more than 50 per cent. of their pilotage earnings, but the percentages already granted to men now on the "free" or "licensed" list cannot be changed. At present all the 64 free list pilots and mates get 60 per cent. of the pilotage dues; while of the 38 pilots and mates on the "licensed" list, 24 get 50 per cent. and 14 get 60 per cent.

9. Captain Howe's tables, enclosed in his letter of the 10th April, show what each pilot earned in 1871. The average earnings of the running pilots and mates all round was about Rs. 4,500 a year in round numbers; another table shows that their average salaries in the year 1860 were Rs. 3,826 to each running pilot.

10. The main question of how the number of running pilots can, with fairness both to the service and to Government, be reduced, must be settled first. When this is

done, the Government can consider the other moot points, such as—

(1)—Command allowance for pilot brigs.
(2)—Under what rules mates are to serve on brigs.
(3)—Alteration of tonnage limits for each grade.
(4)—Alteration of rules about "applications."
(5)—Widows' pension question, subscription for.
(6)—Limiting the numbers in each grade.
(7)—Bringing up to Rs. 150 a month income of any Government pilots who may make short earnings.

11. The Lieutenant-Governor wishes the Committee, which is now to be appointed, to determine the number of "running pilots" and others required for the service of the river Hooghly; also to consider the pilotage charges, and ascertain whether the rates now charged and the share thereof awarded to pilots are fair in proportion to the work to be done. If a pilot can now take two ships where he could have taken one before, ought he to be paid as much as before for each ship?

His Honor does not suppose that Government is bound to allow to existing pilots certain rates for all time, especially if the result is to fill the profession of pilot with men who, according to the ordinary law of supply and demand, ought not to be there.

The report upon the number of pilots required for the Hooghly service can be submitted at once without waiting

for the Committee's decision (which can be afterwards submitted) upon the rates of pilotage.

A copy of this resolution, with a copy of the papers quoted at its head, should be forwarded to the Government of India, in the Marine Department, with reference to its letter No. 19, dated 3rd May 1872, forwarded to this Government for consideration in connection with Admiral Mend's report. The question will be further considered on receipt of the Committee's report, and the Government of India will then be addressed again.

A copy of this resolution should also be forwarded to the Officiating Master-Attendant, and he should be instructed to inform the Pilot Service that the Lieutenant-Governor has not accepted the recommendations of the Committee of 1867, of the Officiating Master-Attendant, Captain Howe, nor of the Deputy Accountant General, Mr. Taylor, to pension off the whole Government Pilot Service.

By order of the Lieut.-Govr. of Bengal,

C. BERNARD,

*Offg. Secy. to the Govt. of Bengal.*

## *From the Members of the Pilot Committee to Government of Bengal.*

*Calcutta, 31st July* 1872.

WE have the honor to acknowledge the receipt of your letter No. 2429 of the 10th instant, with enclosures, as per margin, appointing us a Committee to consider what is the exact number of running pilots necessary to work the shipping of the River Hooghly properly, and the number of pilots, as a whole, required to produce the requisite number of running pilots, also to consider the question of the pilotage charges, and to ascertain whether the rates now charged and the share thereof allowed to pilots are fair in proportion to the work to be done, and whether, if a pilot can now take two ships where he could have taken one before, he ought to be paid as much as before for each ship.

Extract paragraph 93 from the report of the Committee appointed in 1867 to consider the prospects and position of the pilot service.
Pages 24 and 25 of office note drawn up in the Bengal Office.
Government Resolution, dated 10th instant, on the question of abolishing the covenanted pilot service of the Hooghly.

2. In accordance with the instructions conveyed in paragraph six, and in clause three, paragraph eleven, of the resolution of Government, in the General Department, *Marine*, dated 10th July 1872, we proceed to submit separately our report on the exact number of running pilots required, and the total number of pilots, as a whole, required to supply the number of running pilots.

3. The present strength of the pilot service is as shown below. Total strength 110, exclusive of leadsmen; running pilots, exclusive of leadsmen, 91:—

| Pilot Service. | Running pilots. | In command. | On leave. | Total. |
|---|---|---|---|---|
| Branch pilots .. .. .. .. .. | 5 | 4 | 3 | 12 |
| Master ,, .. .. .. .. .. | 25 | Tug 1 | 4 | 30 |
| Mate ,, .. .. .. .. .. | 23 | .... | 2 | 30 |
| Senior 2nd mate pilot .. .. .. .. | 3 | .... | 1 | 4 |
| Leadsmen .. .. .. .. .. | .... | .... | .... | .... |
| Total .. .. | 61 | 5 | 10 | 76 |
| *Licensed pilots.* | | | | |
| Masters .. .. .. .. .. .. | 19 | Steamer 1 | 2 | 22 |
| Mates .. .. .. .. .. .. | 11 | Tug 1 | .... | 12 |
| Leadsmen .. .. .. .. .. | 9 | .... | .... | 9 |
| Total .. .. | 39 | 2 | 2 | 43 |
| | 100 | 7 | 12 | 119 |

4. Referring to paragraph 33 of Captain Howe's report, given in the enclosures submitted to us, it will be seen that, with the exception of the years 1863-64, and 1864-65 when there was a total, respectively, of 2,252 and 2,303 vessels, the highest amount of shipping which had ever frequented the port in one year was 2,106 ships in 1856-57. This number is above that of any of the other succeeding years down to 1871-72. The great change in the class of vessels coming here has occurred in the last two years, 1870-71 and 1871-72. The figures for these years are as follows:—

| | Steamers. | Sailing vessels. | Total. |
|---|---|---|---|
| 1870-71 .. | 510 | 1,359 | 1,869 |
| 1871-72 .. | 603 | 1,289 | 1,892 |

Assuming, however, that there will be an increase in the number of vessels which will come here, we would propose to allow for the proper working of 2,000 vessels, that this will be a sufficient number to allow for may be admitted from the fact that the total number of vessels entering and leaving the port for the past 17 years amounts to Rs. 29,965, which gives an average of $1,872\frac{3}{16}$ per annum, say 1873.

5. Turning again to the statement accompanying Captain Howe's paragraph 33 already referred to, we find that to work 2,106 ships at the rate of allowing a pilot three ships a month, 59 running pilots would be required. With 2,000 vessels, therefore, the average per month would be $166\frac{2}{3}$ vessels, say 167. This divided by three would give $55\frac{2}{3}$, say 56 as the number of running pilots required, which we consider would be the exact number required to work the shipping of the river Hooghly properly.

6. The total number from which these 56 running pilots should be provided *exclusive of leadsmen* should be 70, thus—

| | |
|---|---|
| Running pilots .. .. .. .. | 56 |
| Command of four brigs .. .. ... | 4 |
| Absentees on leave in England and India... | 10 |
| Total ... | 70 |

We have purposely omitted to allow for "shore appointments" or commands of tug steamers—*First*, there are no shore appointments for the pilot service, and *secondly*, we consider that a pilot who goes into private employ as a commander of a steamer or a tug steamer should be considered as having left the pilot service altogether, and should be removed from the lists and be held to have abandoned all right to any privilege such as those of pension, &c., appertaining to the service.

7. There are three pilots thus situated—Mr. A. J. B. Milner, Master Pilot, in command of the steam tug *Alexandra*. Mr. Licensed Master Pilot J. Ewert, in command of a steamer belonging to the B. I. S. Navigation Company, and Mr. Licensed Mate Pilot Bawden, commanding the steam tug *Cyclone*.

8. Considering the number of steam vessels which now resort to this port, and the powerful tugs in use for towing vessels, we think sailing, taking all the year round, four days as a fair average to allow for ships either coming up or going down the river. On this calculation a pilot with three vessels a month would be employed for 12 days on actual pilotage, thus leaving 18 days for detention at the Sandheads or in town waiting for a vessel, or for any unforeseen detention to his vessel.

9. From paragraph 3 above, it will be seen that the total number of the pilot service is 119, including nine leadsmen ; and deducting them, 110.

10. The number of leadsmen is, in our opinion, not sufficient. The present number is nine, we would recom-

mend twenty. Numbers of heavy vessels though requiring leadsmen are unable to get them and are obliged to go without. A pilot must first be a leadsman to know the river. But something more than mere knowledge of the river is required. A pilot should be able to handle a vessel without steam and be. a thorough seaman. This is the more necessary, should any accident happen to the steam tug or should there be no steam stug available when the pilot boards a vessel. It is one thing to handle a vessel in the open sea and to handle her in a small water like the channels of the river; and, for properly qualifying leadsmen for this duty, we would recommend that every leadsman should serve one year on board a Pilot Brig before being allowed to become a "running pilot." Under this system there would always be a reserve of leadsmen, some of whom would probably be qualified and others qualifying to run as pilots. If our recommendation is adopted, deducting four for service on the Pilot Brigs, there would be left 16 leadsmen, a number which, allowing for absentees on sick or other leave, would not be more than sufficient to do the work properly. From this it will be seen that by re-placing the mates of the four brigs who do not now belong to the pilot service, by leadsmen in their turn, we actually only increase the number on fixed pay by seven:—

| | | | |
|---|---|---|---|
| | Leadsmen increased from ... | 9 | 20 |
| At present ... | Mates of four Pilot Brigs ... | 4 | 13 |
| | Leadsmen ... ... ... | 9 | |
| | Increase ... | | 7 |

12. The result of recommendations may be summed up as follows:—

| | |
|---|---|
| Reduction of the total number of pilots to ... ... | 70 |
| Reduction of running pilots to ... ... ... | 56 |
| Increase to leadsmen 11 from 9 to ... ... ... | 20 |

We have the honor to be,
SIR,
Your most obedient Servants,

J. A. CRAWFORD,
*Collector of Customs.*

S. G. BOON,
*Offg. Master-Attendant.*

J. C. MURRAY,
*Presidt., Chamber of Commerce.*

GEORGE NOAKES,
*Branch Pilot.*

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*From the Members of the Pilot Committee to Government of Bengal.*

*Calcutta, the 27th August* 1872.

IN continuation of our letter of 31st July, we have the honor to submit our report on the remaining points referred to us in your letter No. 2429 of the 10th July:—

1*st*.—Whether the rates of pilotage now charged, and the share thereof allowed to pilots, are fair in proportion to the work done.

2*nd*.—Whether, if a pilot can now take two ships where he could have taken one before, he ought to be paid as much as before for each ship.

2. *First*.—As to whether the rates of pilotage now charged are fair in proportion to the work done.

3. In considering the work done, we must have regard to the length of pilotage water, its dangers, the skill required for the safe conduct of a vessel over that length of water past, the dangers to the port, the amount of cargo pilotted *now* for the same cost as formerly, the incidence of the pilotage charge on the cargo, and, lastly, apart from the consideration of fairness in the charge, the question as to whether the rate now charged recoups Government for the expenditure incurred.

4. The extreme length of pilotage water is in the S. W. monsoon 159, in the N. E. monsoon 127 miles, the longest river pilotage in the world. The dangers consist not only in the existence of the shoals and shallows, but also in the changeable character of some of the former, as well as in the extremeness of the open channels left in which to work a vessel. These dangers and difficulties require for their avoidance the employment of such skill as can only be found in men of high character and ability, such as have composed the general body of the Bengal pilot service—good practical seamen as well as pilots.

5. The amount of cargo now pilotted may be fairly set down at one-fourth more freight than used to be the case in ships of the same draught of water ten years ago, and this extra amount of freight is pilotted at the same rate as formerly.

6. Taking, therefore, the amount of pilotage earned in 1871-72, we have the sum of Rs. 7,79,376-13-0: this sum divided by the number of ships which were pilotted in and out of the port during the same period, *viz.*, 1872, gives the average charge of Rs. 411-14-11-$\frac{4}{73}$ for pilotage to each vessel, or a trifle less than the average inward and outward pilotage with steam of a vessel drawing 18 @ 19 feet. This draught of water would represent now-a-days a vessel of 1,000 tons regular and carrying a cargo of 1,500 tons freight, whereas formerly the same draught would have represented a vessel of 700 tons carrying 900 tons of freight.

The incidence of the pilotage per mile would be on an average length of the S. W. and N. W. monsoon pilotage Rs. 2-14-5, whilst per register ton 6 annas 7 pie and per freight ton 4 annas 4 pie as against 9 annas 6 pie per register and 7 annas 5 pie per freight ton as formerly.

7. The result of these figures of the cost in regard to the work done does not, in our opinion, exhibit any hardship in the rate charged; another point which presents itself to our notice is the absence of any complaint as to the cost of pilotage, although there is a *general feeling*

*of dissatisfaction and discontent at other charges to which ships are liable in this port.*

8. We now arrive at the consideration of the cost of pilotage to Government. A reduction of the rate of pilotage in the face of the existing deficit does not appear to us to be feasible. In order to enable us to arrive at an opinion on this point, we have obtained from the Master-Attendant's Office a statement showing the totals, under certain separate heads, of the receipts and expenditure on account of "pilotage proper," and also on account of "the approaches to the port." This statement has been furnished to the Master-Attendant's Office *by the Accountant-General.*

9. It is the opinion of the majority of the Committee that it is not competent to us to go into the details composing the several heads as being beyond the instructions under which we are acting.

10. Under the first head there is a deficit of Rs. 25,790-12-7, and under the other of Rs. 76,257-4-2, or in all Rs. 1,02,048-0-9, thus:—

| | | Rs. | As. | Ps. | Rs. | As. | Ps. |
|---|---|---|---|---|---|---|---|
| *Pilotage—* | | | | | | | |
| Expenditure | ... | 8,21,630 | 3 | 7 | | | |
| Receipts | ... | 7,95,836 | 7 | 0 | | | |
| | | | | | 25,790 | 12 | 7 |
| *Approaches to Port—* | | | | | | | |
| Expenditure | ... | 3,25,128 | 1 | 2 | | | |
| Receipts | ... | 2,48,870 | 13 | 0 | | | |
| | | | | | 76,257 | 4 | 2 |
| | | | | | | | 1,02,048 0 9 |

11. In the face of these figures there can be no reduction in the rate of pilotage ; we would, however, draw attention to the head " dock-yard charges" in the statement received from the Master-Attendant's Office. Under the expenditure for pilotage it amounts to Rs. 1,47,652, or more than one-sixth of the total, and in that for approaches to the port to Rs. 1,55,342, or nearly one-half of the whole charges.

12. A scrutiny of these charges may, perhaps, lead to a closer adjustment of the income and expenditure on the pilotage proper. But, at the same time, an inclusion of a percentage for wear and tear of pilot vessels, which does not appear in the statement, and ought most certainly to be in it, may again increase the deficit.

13. The second question is, whether the share thereof (that is of the pilotage rate) allowed to pilots is *fair* in proportion to the work done.

14. Taking the average given in paragraph 6 above, or Rs. 411-14-11$\frac{4}{73}$, the amount received by the pilot will be, assuming it at Rs. 6-10 = Rs. 247-11-3 ; this will give a trifle over Rs. 1-11-8 per mile for the pilot's share, or 3 annas 10 pie per register ton and 2 annas 7 pie per freight on present quantity of cargo as against 5 annas 6 pie per register and 4 annas 3 pie per freight ton on quantity carried by vessels of similar draught ten to fifteen years ago.

15. This rate of remuneration does not appear to us to be excessive for the work done, *the risk of exposure to*

*all weathers, and the protection afforded to the valuable cargoes pilotted up to this port.*

16. If the proposal made in our letter of 31st ultimo to reduce the number of running pilots to 56 is accepted, and it should happen that every pilot gets 3 ships a month, the amount shown in paragraph 14, multiplied by 3, will give the average monthly earnings Rs. 743-1-9.

17. If this pay for the service that is performed is compared with the scale of pay at Bombay, the comparison is altogether in favor of the greater amount of work done, the greater skill required and exhibited, and the greater responsibilities imposed.

18. At Bombay there is an open easy pilotage water of about 15 miles; how easy the pilotage is may be inferred from a statement which has casually come into our possession, and shows that in the week ending 23rd June 1866, out of 19 vessels which arrived, 4 came up as far as south of the shipping in the port, and 9 up to the inner light before being boarded, whilst one came in without a pilot at all, leaving 5 to be boarded at or outside the outer-light.

The scale of pay is—

| | | | Rs. |
|---|---|---|---|
| 3 | senior pilots, at | ... ... | 400 |
| 4 | 1st class pilots, at | ... ... | 300 |
| 6 | 2nd „ „ | ... ... | 250 |
| 3 | 3rd „ „ | ... ... | 200 |

19. But it must be borne in mind that the class from which the Bombay pilots are drawn is a very different class from that of which the Bengal pilot service is composed; the Bombay pilots being for the most part drawn from the class of warrant officers and quarter-masters.

20. If the scale of pay of a senior pilot for the pilotage work done—(steady fixed pay, too, it must be remembered,)—the Rs. 14,000 a year earned by a branch pilot, or, say, in round numbers, Rs. 1,200 a month, is by no means out of the way. The distance to be pilotted in Bombay is about one-eighth of the distance worked on for this port; whilst the dangers are nil, compared with those at the Sandheads or in the Hooghly, and the pilotage water offers a clear, open, offing in lieu of a long, winding, and in many places very narrow, channel as in the Hooghly. In fact, the comparison of the Rs. 400 a month paid in Bombay and the Rs. 14,000 a year (an extreme case too) earned here are all in favour of the Bombay pay being higher in proportion to the work done than the sum earned by a lucky branch pilot on this side.

21. A scale of remuneration which does not enable a man who has been out here probably for over 20 years, and has reached the head of the list of his profession, to earn more than Rs. 1,200 a month, is not such a scale as can be called in question, on the ground of want of fair-

ness in proportion to the work done, so far as the share allowed to pilots is concerned.

22. As, however, a portion of the pilots now running are remunerated at the rate of 50 instead of 60 per cent., and *if* Government can get the same class of men to enter the service, there will be no hardship in enforcing this allowance on all new comers into the service.

23. The third question is, whether, "if a pilot can now take two ships when he could have taken one before, he should be paid as much as before for each ship."

24. The question here proposed to us for consideration is based entirely on the supposition of a pilot being able to take two vessels where he could have taken one before.

25. There is nothing before us to show that is possible that two ships can be taken where one was taken before. As far as we are able to judge, the only cases in which pilots may be able to take double the number of ships they have previously done is that, if those who have been unfortunate in getting ships, and who, by a reduction in the number of running pilots, may get their two or three ships a month where they only got one formerly.

26. On the general principle as to whether the number of ships a pilot is now able to take ought to effect the rate of remuneration he receives, we are of opinion that it should not. The share of pilotage which a pilot receives as remuneration for the work he does is *worth* a certain sum—whatever it may be fixed at.

27. The amount of this sum is based on the responsibilities attaching to his duties. If this sum is a fair amount to receive for piloting one ship three or four or any given number of times, that sum is a fair sum for him to receive for piloting three or four or any given number of vessels. The length of pilotage water is no less than it always has been; the dangers are not fewer, nor have they decreased; whilst the responsibilities have increased. More cargo is stowed in a vessel than formerly, and though steam has come to his aid, yet it is employed now in vessels which are built of much greater length than formerly, and are all the more difficult to handle in the narrow twisting channels of the Hooghly. The size of the vessels of the present day, even when they are light or in ballast, renders them a greater source of anxiety than the vessels of former days.

28. If pilots with the advantages of steam can pilot more vessels than they used to do, they should get the remuneration for the increased number, and share the benefit of the increased number resorting to the port, as does the Government from the increased amount of pilotage dues received.

29. We do not see any reason under the point put to us to interfere with the amount paid to pilots.

We have the honor to be,
SIR,
Your most obedient Servants,

J. A. CRAWFORD, *President,*
*Collector of Customs.*

S. G. BOON,
*Offg. Master-Attendant.*
J. C. MURRAY,
*President, Chamber of Commerce.*
G. NAOKES,
*Branch Pilot.*
} *Members.*

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I HAVE signed the above report, though I do not agree on all points with the other members of the Committee. I fully coincide in their wish that no reduction should be made in the emoluments of the pilots, and I should be sorry to see any step taken which might tend to lower the character of the service. I therefore give my cordial assent to this portion of the report. It was ruled against me by a majority of the Committee that a scrutiny of the figures placed before us by the Officiating Master-Attendant was beyond our instructions. Until these figures have been carefully examined, I must decline to give any positive opinion on them. I also think the question of the Government relation to an imperial port is not to be measured by the mere mercantile standard of a Dr. or Cr. balance in their books.

J. C. MURRAY,
*President, Chamber of Commerce.*

*Statetment showing the Receipts and Charges on account of Pilotage for the Port of Calcutta for the year* 1871-72.

PILOTAGE.

RECEIPTS.

| | Rs. | As. | P. | Rs. | As. | P. |
|---|---|---|---|---|---|---|
| Pilotage Receipts .. .. .. | 7,79,376 | 13 | 0 | | | |
| Lead money for volunteers .. .. | 10,892 | 10 | 0 | | | |
| Sale of condemned stores .. .. | 5,570 | 0 | 0 | | | |
| | | | | 7,95,839 | 7 | 0 |

CHARGES.

| | | | | | | |
|---|---|---|---|---|---|---|
| Branch, master, and mate pilot allowances .. | 41,769 | 14 | 11 | | | |
| Volunteer and leadsmen allowances .. | 22,360 | 12 | 0 | | | |
| Pilotage allowance, free list .. .. | 3,56,929 | 12 | 4 | | | |
| Ditto ditto licensed ditto .. .. | 1,20,486 | 11 | 4 | | | |
| Pilot vessels, including the steamers *Celerity* and *Undaunted* .. .. .. | 91,073 | 7 | 10 | | | |
| Mess, passage, and miscellaneous .. .. | 25,230 | 1 | 2 | | | |
| Salary, &c., of surgeon at Sandheads .. | 4,032 | 0 | 0 | | | |
| Dock-yards charges .. .. .. | 1,47,652 | 0 | 0 | | | |
| Mooring charges .. .. .. | 9,475 | 0 | 0 | | | |
| Harbour masters' fees .. .. .. | 2,620 | 8 | 0 | | | |
| | | | | 8,21,630 | 3 | 7 |

ABSTRACT.

| | Rs. | As. | p. |
|---|---|---|---|
| Receipts .. .. .. .. | 7,95,839 | 7 | 0 |
| Charges .. .. .. .. | 8,21,630 | 3 | 7 |
| Deficit .. .. .. .. | 25,790 | 12 | 7 |

*Statement showing the Receipts and Charges of the approaches to the Port of Calcutta for the year* 1871-72.

APPROACHES.

RECEIPTS.

| | Rs. | As. | P. | Rs. | As. | P. |
|---|---|---|---|---|---|---|
| Port dues .. .. .. .. | 2,24,969 | 13 | 0 | | | |
| Sale of *Fame* .. .. .. .. | 2,800 | 0 | 0 | | | |
| Sale of condemned stores .. .. | 21,101 | 0 | 0 | | | |
| | | | | 2,48,870 | 13 | 0 |

CHARGES.

| | | | | | | |
|---|---|---|---|---|---|---|
| Harbour masters' fees .. .. .. | 2,620 | 8 | 0 | | | |
| Hire of Moorings .. .. .. | 5,635 | 0 | 0 | | | |
| River survey and buoyage .. .. | 78,728 | 5 | 9 | | | |
| Floating light vessels .. .. .. | 58,200 | 3 | 5 | | | |
| Anchor vessels .. .. .. | 4,012 | 15 | 0 | | | |
| Light-houses (False Point Light-House not included) .. .. .. .. | 6687 | 6 | 0 | | | |
| Telegrams .. .. .. .. | 8,348 | 3 | 0 | | | |
| Miscellaneous .. .. .. .. | 5,503 | 8 | 0 | | | |
| Dock-yard charges .. .. .. | 1,55,342 | 0 | 0 | | | |
| | | | | 3,25,128 | 1 | 2 |

ABSTRACT.

| | Rs. | As. | P. |
|---|---|---|---|
| Receipts ... .. .. ... | 2,48,870 | 13 | 0 |
| Charges .. .. ... .. | 3,25,128 | 1 | 2 |
| Deficit .. .. .. .. | 76,257 | 4 | 2 |

GRAND ABSTRACT.

| | | | |
|---|---|---|---|
| Receipts .. .. .. .. | 10,44,710 | 4 | 0 |
| Charges .. .. .. .. | 11,46,758 | 4 | 9 |
| Deficit .. .. .. .. | 1,02,048 | 0 | 9 |

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 29th October* 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 3657 of the 16th instant, and to state that, in their judgment, the existing practice, both as regards the charge of pilotage on a vessel's draft of water, and the application for pilots for outward-bound ships, should not be disturbed.

With regard to the former, the Committee are of opinion that pilotage levied on a graduated scale of draft of water is the most equitable that can be arranged, and in accordance with the system in England.

The Committee deprecate any alteration of the rule as to applications for pilots, for they consider that the representatives of owners of vessels should have a perfectly unfettered liberty of selecting the pilot in whom they have the greatest confidence; and the Committee concur in the views expressed on the point by His Honor the Lieutenant-Governor.

## SPOILED STAMPS.

The provision in the Stamp Act—requiring the spoiling of a stamp to be within one year from date of purchase, to entitle the holder to claim the privilege of a fresh stamp—having been found in practice to press heavily on merchants, and on the exchange banks especially, the Committee of the Chamber represented the matter to the consideration of Government and urged a relaxation of the rule. The relief sought was immediately granted, and, by a notification in the *Gazette*, the period within which a fresh stamp could be claimed was extended to six months from date of spoiling. As this notification, however, did not expressly remove the previous condition as to date of purchase, it was held by both the Collectors of Calcutta and Bombay that the privilege applied only to such spoiled stamps if purchased within the year and spoiled within six months of application for renewal. This was so obviously, instead of the relief granted by Government, a further restriction, that the Committee believed the mistaken view could only have arisen from ignorance of any correspondence relating thereto. This correspondence was immediately placed in the hands of the Collector, who, however, still adhered to his original reading, but referred the matter

to the decision of the Board of Revenue, who, in their turn, applied to the Government of India for a right interpretation of the notification. A similar reference was made by Bombay, which led to the issue of a second notification, setting the matter at rest, and deciding that a holder of a spoiled stamp may now claim a fresh one if applied for *within six months of date of spoiling, irrespective entirely of date of purchase.* The Committee were certainly surprised that any doubt as to the real meaning of the notification and the intention of Government could have existed after perusal of the correspondence.

*Chamber of Commerce to Government of India.*

*Calcutta, 19th May* 1873.

Section 45, Chapter 6 of Act XVII of 1869, provides for refund in case of useless or spoiled stamped paper, by authorising the Collector of the district in which such paper has been purchased to refund the amount paid to Government for the same or to supply other stamped paper of similar or equal value, if so desired by the applicant, provided the application be made within one year after such purchase.

The time thus allowed appears at first sight reasonably sufficient and contrasts favorably with that allowed by the English Act.

But while the provision of the Indian Act is thus in point of time apparently more liberal than that of the Law in England, the latter has in another material respect an advantage over the local statute.

The former contains but *one* provision to meet *all* cases: and in all cases restricts the time whether as to refund in money or substitution by fresh stamps to *one year after purchase*; the latter contains *two* provisions to meet *two* distinct classes of cases, and the limitations are six and three months respectively *after spoiling*, and after rendered useless.

In point of *time*, as already observed, there is an apparent advantage under the Indian Act as regards stamps not spoiled nor rendered useless, but for which there is no immediate use, the period allowed by the English Act being only *three* months subsequent to purchase while in India the limitation is *twelve* months after purchase; but as regards stamps "inadvertently and undesignedly spoiled and rendered unfit for use" there is an absolute disadvantage; for while the Indian Act retains the same provision in this as in the other case of twelve months *after purchase*, the English Law allows the issue of fresh stamps *within six months of the spoiling.*

The two Acts differ widely in this respect and the difference is important.

Under the stamp law in England the holder of a spoiled stamp can claim a fresh one within a period amply sufficient for the purpose, *and at any time irrespective of*

*date of purchase;* an advantage denied by the Indian Act which restricts the limitation to *twelve months after purchase;* and consequently if a stamp be accidentally spoiled and rendered unfit for use any day subsequent to that limitation, the holder cannot recover the amount or receive in exchange a stamp of similar value.

It is respectfully submitted for the consideration of His Excellency the Governor General in Council that in framing the stamp law for India the limitation of time to "twelve months after purchase" was never intended to operate prejudicially in instances such as that referred to; but the rigid observance of the law as now enforced, entails loss, sometimes to a large amount, on the Exchange Banks (and the mercantile community generally,) who are obliged by the nature of their business to hold large stocks of stamps of various denominations.

This question has been already referred by one of the local Banks to the consideration of His Excellency the Governor General, and though the relief asked for was then refused, the Committee venture to solicit a reconsideration of the subject, on the following grounds.

The reasons for the rejection of the appeal were twofold. 1st. That it cannot be necessary that the Banks should have in hand more than a year's supply as there are complete facilities for recruiting exhausted stocks from the Collector's office in Calcutta, and 2nd, that it would tend to disturb the Revenue estimates if large stocks of stamps were accumulated in the hands of consumers.

With regard to the first objection the Committee sub-

mit that though the supposition that it is unnecessary for a Bank to hold more than a year's supply may be quite correct, it is impossible for the Banks themselves to say what a year's supply is, they might have to use in one mail what would be considered generally as a year's supply, and on the other hand they might hold an estimated year's supply of a certain denomination without using any of them, and at the same time it is absolutely necessary for Banks to hold always a large and varied supply of stamps as they can have no idea what denomination may be wanted. The Banks do already recruit their exhausted stock by fresh supplies from the stamp office, but the renewal of even this exhausted supply is attended with delay; were they to do, as appears to be implied by Government they should do, *viz.*: send in the *whole* of their unused stock for renewal, their business would be seriously interfered with, as the stamp office, as now arranged, could not bear the extra strain on it; it would have to be much enlarged at additional expense to Government without any corresponding advantage, the extra work being only for *renewals*, not purchase of fresh stamps; and further, the Banks would lose the value of their Bill forms, which is a considerable item already in their expences, as they are obliged for the sake of security to themselves and their customers to use an expensive and sometimes elaborate style of form.

It seems from their second objection, Government are under the impression that these unused stamps are annually renewed, such is not the case; the Banks and merchants always hold more or less a large supply of unused stamps without deranging financial estimates.

The alteration proposed by the Committee would not increase, even in an infinitessimal degree, the holdings of unused stamps, and they fail to see how the *renewal* of a *spoiled* stamp three or six months *after spoiling* instead of twelve months *after purchase*, can have so serious an effect in India and on Indian finance, when the same consequences are not produced in England where the consumption of mercantile stamps (and consequently the proportion of spoiled ones) is so much larger than in this country. Allowing the Government argument, however, the Committee believe all derangement of estimates would be avoided by the demand from Banks and merchants of an annual return of the various denominations of unused stamps held by them.

The Committee have entered into the question at such length, to show that what was, at the framing of the Act, considered a liberal concession to the Banking and Commercial community, is only so in theory, but is in reality and practice a hardship to them; and they hope that the representations now made may induce an assimilation of this portion of our stamp Act to the practice obtaining in England.

*From Govt. of India to Chamber of Commerce.*

*Simla,* 13*th June* 1873.

I am directed to acknowledge the receipt of your letter, dated the 19th May 1873, on the subject of the renewal or refund of the value of useless or spoiled stamped paper.

2. The Governor General in Council agrees with the Chamber in thinking that the provisions in respect to spoiled stamps of the English Stamp Act are more reasonable than those of the Indian Act.

3. Pending therefore any amendment of the General Stamp Act, His Excellency in Council has been pleased to grant the relief sought by the Chamber by an Executive Notification No. 1041, dated 13th June 1873 (copy appended) to which I am to request that you will refer the Chamber.

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*No.* 1041

*Financial Department,*

*Simla, 13th June* 1873.

Separate Revenue, Stamps.

NOTIFICATION.

With reference to Section 45 of Act XVIII of 1869, the Governor General in Council is pleased to notify that when stamped paper becomes spoiled or unfit for use within the meaning of Section 46 of the said Act, the value of such paper shall be refunded by the Collector of the District in which the paper was purchased, upon application made to him within 6 months from the date on which the paper was spoiled or rendered unfit for use and upon delivery to him of such paper. In case the owner of the paper so spoiled or rendered unfit for use desires to be supplied with stamped paper of the same denomination and value, or of any other denomination to the same amount in value, the Collector may cause

such paper to be delivered to him or to his Agent upon payment of the value of the paper on which the new stamp or stamps shall be impressed.

This Notification does not interfere with the provisions of Section 45 of Act XVIII of 1869, which still remain in force.

*Chamber of Commerce to Government of India.*

*Calcutta*, 21*st June* 1873.

The Committee of the Chamber of Commerce direct me to thank you for your letter No. 1042 of the 13th instant which communicates the orders passed by the Governor General in Council on their recent representation relative to the Stamp Act.

The Committee learn with the highest satisfaction that His Excellency has been pleased to recognise the object of the Chamber's submission, and to give practical effect to it by the special notification which appears in the *Gazette of India;* and they desire respectfully to convey their grateful acknowledgment of the service thereby rendered to the commercial public.

*Chamber of Commerce to Collector of Stamps.*

*Calcutta*, 29*th July* 1873.

With reference to the interview between yourself and the President of the Chamber of Commerce relative to a recent amendment by Government of the 46th Section

of the Stamp Act, I am directed to furnish you with the accompanying copies of the Chamber's letter to Government applying for that amendment and the reply thereto.

From these communications you will notice the extent of relief asked for and granted: and I am to press upon your attention the object of the Chamber, *viz.*, that the period of 6 months for applying for a fresh stamp in lieu of a spoiled one is totally irrespective of the date of purchase: that is to say if a stamp be purchased on this day the 29th July 1873, and be spoiled on the 28th July 1874, the amendment of the Act allows a fresh stamp if application be made within 6 months of spoiling, although the year from date of purchase may have then expired.

If, however, after this explanation and the correspondence herewith forwarded, you have any doubt on the point, the President requests me to suggest that an early reference be made to Government.

*Collector of Stamps to Chamber of Commerce.*

*Calcutta, 19th August* 1873.

I beg to acknowledge receipt of your letter, dated 29th July 1873, relating to the Government Financial Notification of the 13th June 1873, and the construction which I have placed upon it.

2. While I still adhere to the view taken by me of the

terms of the notification, the correspondence forwarded with your letter, and of which I was before unaware, seems to throw a different light upon the subject. I have therefore referred the matter to the Board of Revenue and await their instructions before altering the practice I have adopted with regard to spoiled stamps purchased more than a year prior to presentation which according to Section 45 of the Act do not admit of renewal even though spoiled and presented within the limit of time allowed by the notification.

*Chamber of Commerce to Collector of Stamps.*

*Calcutta, 21st August* 1873.

The Committee of the Chamber of Commerce desire me to thank you for your letter No. 103-80 of the 19th instant relative to the Government Financial Notification of 13th June last: and to request the special favor of your moving the Board of Revenue for an early reply to your reference: because if the Board supports your construction of the notification, it will be the duty of the Chamber to submit the question to the Governor General in Council for an authoritative declaration of the purpose and scope of the notification.

*From Collector of Stamps to Chamber of Commerce.*

*Calcutta, 26th August* 1873.

I have the honor to state with reference to your letter of the 21st instant, that I have received a reply from the

Board of Revenue to the effect that they have addressed the Government for a right interpretation of the notification, which I shall have much pleasure in communicating to you as soon as it is received.

*From Chamber of Commerce to Collector of Stamps.*

*Calcutta, 13th October* 1873.

With reference to your letter No. 106-80 of 26th August last, I am desired by the Committee of the Chamber of Commerce to inquire whether any reply has been received to the representation of the Board of Revenue to the Government regarding a right interpretation of the Financial Notification about spoiled stamps.

The Committee are particularly anxious to have the point in reference settled as soon as possible, and I am to request you will favor them by reminding the Board of the matter which you have placed before them.

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SEPARATE REVENUE—STAMPS.

*The 23rd October* 1873.

*No.* 3854.—Correspondence on the subject of the grant of refunds on spoiled stamps :—

From the HON'BLE F. S. CHAPMAN, Chief Secretary to the Government of Bombay, to the Secretary to the Government of India, Financial Department,—No. 4080-211 R, dated 17th July 1873.

In reference to notification No. 1041 of the 12th ultimo

relating to the granting of refunds on spoiled stamps, I am directed to point out that its provisions are not quite clear. It may apparently be read either as extending the time for refund or exchange of spoiled paper indefinitely, or as limiting it to a shorter time than allowed by the Act, both of which seem illegal. To put a case—A. purchases a stamp on the 1st May 1872. He keeps it by him, and spoils it on 1st of March 1873, and applies for refund on the 1st of August following. Under the resolution he would be entitled to refund, but to give it would, under the General Stamp Act, Section 45, be illegal, the time being beyond the year. Again, say A. spoils his stamp on the 5th of June 1872, and applies for refund on the 1st of January 1873. Under the Act he would be entitled to refund, but not under the Resolution.

2. As it is considered desirable that the doubts which have been raised should be removed, I am directed to request that this Government may be favoured with explanatory directions on the subject.

From R. B. CHAPMAN, Esq., Secretary to the Government of India, Financial Department, to the Chief Secretary to the Government of Bombay,—No. 2226, dated 12th August 1873.

In reply to your letter No. 4080-211R, dated the 17th July 1873, I am directed to refer you to the closing paragraph of the notification No. 104, dated 13th June 1873, and to say that, under the provisions of Act XVIII of 1869, the possessor of a spoiled stamp is entitled to refund at any time within one year of the date on which

it was purchased, but not thereafter. Under the notification he is further entitled to refund at any time within six months from the date on which it was spoiled, even though more than one year should have elapsed from the date of purchase.

To take the instance quoted by the Government of Bombay: A. who purchased a stamp on 1st May 1872, which was spoiled on 1st March 1873, would be entitled under the notification to a refund on 1st August 1873, because he applied within six months of the date on which the stamp was spoiled. But without the notification he would have had no claim to refund, as more than one year would have passed from date of purchase.

The concluding sentence of the notification was intended to guard against the supposition that the Government wished in any way to restrict the concessions of the law which of course it would have no power to do. There is nothing to prevent the Government extending the concessions of the law.

## COTTON STANDARDS IN LONDON.

THE important subject of the inconvenience and loss to exporters of cotton by sudden changes in the standards by the London Cotton Brokers' Association was brought to the notice of the Committee by a Member of the Chamber, and an immediate representation was thereupon addressed to the Association, but, as

will be seen from the reply, they decline to make any alteration in their practice. The question has been brought by your Committee before the two Chambers of Madras and Bombay; the former has not only promised to "unite with us in any course of action which is calculated to protect the interests alike of buyers and sellers," but has also addressed a strong remonstrance to the Association. The Committee of the latter Chamber have taken the matter very fully into consideration, but they say the "subject is a difficult one, and it is not easy to see how a course of common action can be taken with any prospect of success." The matter was to have been referred to their Members at the annual meeting, and your Committee are expecting their further promised communication.

It is a subject that very closely concerns all shippers of cotton, and your Committee request to it the careful consideration of all interested in the trade, with the view of devising some such common course of action for their protection.

*Calcutta, 5th March* 1873.

*To Secretary of the Bengal Chamber of Commerce.*

We beg to put before you the following extract from

Messrs. Barber, Simpson & Co.'s Weekly Circular of 31st January 1873 :—

"The first arrival of new Bengal, ex *City of Cam-*
"*bridge*, proves to be very much stained and rather
"seedy, but is classed "good fair," and is worth $5\frac{3}{8}d$ @
"$5\frac{1}{2}d$ per ℔. We may here mention that the Com-
"mittee of the London Cotton Brokers' Association have
"gradually raised the standards of "fair western" and
"good fair" Tinnivelly $\frac{1}{4}d$ to $\frac{3}{8}d$ per ℔. during the last
"two or three weeks ; consequently comparisons with
"last year's quotations are quite illusory."

This alteration of the London Cotton standards on a falling market has been repeatedly talked of, but now that it is put into print in a paper that has a universal circulation, we think it gives the Chamber here a good opportunity of calling the Committee of the London Cotton Brokers' Association to order. It is utterly unreasonable that cotton standards in London should be allowed to fluctuate according as it suits the ideas of the gentlemen composing the Committee of the London Cotton Brokers' Association without due notice being given to shippers. As Calcutta is greatly interested in Bengal cotton a large portion of which goes to London, it would be advisible for the Chamber to get out standards at intervals and to see that these do not change. Fair Bengals ought, as in Liverpool, to be an unalterable standard or only changed after due notice being given, and Indian firms can only have justice done them if this is the case. If the London Brokers raise the standard of Fair Bengals $\frac{1}{4}d$ per ℔. as they have done with Tinnivelly every

shipper that has been working at a small margin will be let in for allowances.

Yours faithfully,

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*From Bengal Chamber of Commerce to the Committee of the Cotton Brokers' Association, London.*

*Calcutta, 21st May* 1873.

I am desired by the Committee of this Chamber to submit the following representation for your consideration :—

It has been brought to their notice that in a circular, dated 31st January last, issued by Messrs. Barber, Simpson and Co., it is stated that the standards of *fair western* and *good fair* Tinnivelly cotton had been gradually raised $\frac{1}{4}d.$ to $\frac{3}{8}d.$ per lb. during the previous two or three weeks, and that in consequence of such alterations comparisons with last year's quotations were quite illusory.

To exporters of Bengal cotton—a large portion of which goes to London—this intimation is somewhat perplexing, for if shipments of cotton from India are liable to fluctuating standards the introduction of that element of uncertainty would render it difficult to determine on what basis prospective operations, or sales to arrive, can be safely made, and unless the standard remains unaltered, or ample notice be given of any proba-

ble variation, shippers of cotton who were guided in their purchases by fixed valuations for known qualities will be placed at a material disadvantage.

The Committee apprehend that any resolution you may arrive at as to the expediency of amending the standard is formed after a fairly accurate knowledge of the general condition of the season's crop, and that your own desire is that shippers of produce shall be exposed to as little doubt as possible as to the basis on which they may operate.

The trade is, as you are aware, worked at a small margin generally, and the interests of those who are engaged in it demand some degree of consideration : and it will be satisfactory to the Committee to learn that some definite arrangement can be come to with the view to protect exporters against embarrassing liability for allowances.

The following points which present themselves to the Committee are placed before you as deserving your attention.

If it is possible to arrange it so, the standard determined upon by your Association should be unalterably fixed, but if in your judgment this would fail to satisfy the requirements and circumstances of the trade, in that case it would be within your power to give ample notice of any contemplated alteration, which would enable the trade to make business arrangements accordingly, and afford purchasers the opportunity of conducting operations on an acknowledged basis.

The assimilation of the system in London to that which prevails in Continental markets recommends itself to the Committee as a practical and judicious arrangement. The Continental standard is fixed and unvarying, and there does not appear to the Committee any reason why the same system should not be as easily worked in one place as in another.

The standard system as at present existing deals hardly at times with cotton shippers; for while they are subject to the rule which involves liability for allowance should a parcel be in any degree inferior to standard value, they are barred from any advantage which a parcel of a quality higher than standard may possess. If the quality worse than standard is followed by allowance to the purchaser, the quality better than standard should be followed by allowance to the seller, and the obviously inequitable feature in the prevailing practice should, the Committee think, be removed and a plan of mutual allowance introduced.

*From President of the London Cotton Brokers' Association to Secretary of the Bengal Chamber of Commerce.*

*London, June 20th* 1873.

Your letter of the 21st May was received by our Committee yesterday. Its important contents have had their early and most careful attention, and on their behalf I now beg to address myself to the various points you urge upon our consideration.

You draw our attention to a statement in the circular of Messrs. Barber, Simpson & Co., of the 31st of January, "that the Committee of the London Cotton Brokers' "Association have gradually raised the standards of "fair western" and "good fair" Tinnivelly ¼*d.* to ⅜*d.* "per lb. during the last two or three weeks, consequent- "ly comparisons with last year's quotations are quite "illusory." Our Committee demur to this statement of Messrs. Barber, Simpson & Co., which is, to say the least, exaggerated, especially as regards Western (Madras). The quotation for new "good fair" Tinnivelly was certainly raised ¼*d.* per lb. in the interval referred to and for the following reason. The crop was of exceptionally fine quality, and the consequence was that very high prices were being paid for "*good fair*" (the highest classification known in floating sales to arrive), say on the 9th January 7⅜*d.* to 7½*d.* for cotton shipped in September and October. On the 9th January "good fair" *on the spot* was quoted at 7⅛*d.* but this was "good fair" cotton of the crop of 1871-72 and was fully ¾*d.* per lb. inferior in quality to the overland samples of the new Tinnivelly of the crop of 1872-73. Our Association felt that it would be unjust to the buyers, who were giving these high prices on the faith of the overland samples and the general reputation of the crop, if they should be forced to receive cotton worth only 7⅛*d.* per lb. without an allowance, and accordingly the quotation was gradually raised ¼*d.* per lb. on "fair" and "good fair" Tinnivelly—as you will see by comparing the circulars of the 9th and 30th January. On Western Madras for the same reason the quotations were raised ⅛*d.* per lb.

We may here remark that arbitrators in deciding upon the outturn of cotton sold to arrive are to a very great extent governed by the value of the particular grade of cotton sold at the time of its arrival, and our Association think that they acted fairly in thus raising the quotations for the protection of buyers. If the crop had been of inferior quality a lower price would have been paid for it to arrive, in which case the quotation for the particular grade would have been kept down, so that the importers would have been fully protected as they were in 1871-72. With regard to Bengal cotton we have to say, in answer to your remarks, that we have not altered the standard and have no intention to do so, and you do the Committee only justice in expressing the conviction of the Chamber of Commerce that they "desire that shippers of produce shall be exposed to as little doubt as possible as to the basis on which they may operate."

With regard to the suggestions in the latter part of your letter, our Committee have simply to point out that the exporters of cotton from India, knowing the quality they are shipping, can direct their correspondents in London to sell on a higher or low classification or with mutual allowances as they may deem most for their interests.

*To Secretary of the Bengal Chamber of Commerce.*

*Calcutta,* 17*th July* 1873.

We have to thank you for your favor of yesterday's date, enclosing letter from Mr. Rouse, which contains a

very extraordinary defence of the proceedings of the London Cotton Brokers' Association.

To start with :—Mr. Rouse says that there is no classification known for sales to arrive over *good fair*. This is not the case, as we can prove to you from our own business during the past six months, buyers asking for offers both of *good* and *fine* cotton.

The only reason given for the raising of the standard of good fair Tinnivelly is that buyers thought they would get a better article than they were purchasing, whilst the brokers thought that they were giving too much : in order then to protect the buyers from loss the standard is raised. A Madras man knowing cotton hears by wire on the 9th January that "good fair" is worth $7\frac{7}{8}d$ ; he buys former classification and sells by wire at a small margin, and finds when the cotton arrives that he has to pay $\frac{1}{4}d$. per lb. for difference in quality ; and the reason given for this is that the buyers in London had run up values too high. We would ask if this is fair to the seller ? He has carried through a transaction in a business-like manner ; still his interests are subordinated to the good of buyers who were spoiling the market by paying more than the value of the article.

Further Mr. Rouse remarks that arbitrators in deciding upon an outturn of cotton sold to arrive are governed by the value of the particular cotton sold, *at the time of its arrival.* To put thus into plain language ;—if the market advances and the cotton is up to classification the buyer gets it and pockets the profits : if the

market fails the arbitrators are to a great extent governed by the value of the particular grade sold, *at the time of its arrival*, which we can only translate that the classification is advanced and the seller pays the deficiency.

Mr. Rouse further tries to make out that if a crop is bad shippers are equally protected by a lowering of the classification. But follow this argument out—samples come out from Home showing classification, and on these the seller makes his calculations: he sells in London cotton to class "fair" and he gets a proportionate rate for it. The Association see that the crop is bad and lower the standard, but this does no good to the shipper who does not get a cent for it, though his cotton is now "good fair." If, on the other hand, the crop is good and the standard is raised, he must pay for adhering to the classification of the London brokers two months before.

It is too well known that all parties at Home set their faces against selling to arrive with mutual allowances, which seems to us to be the only true means of giving the sellers proper value for their selections.

We think the matters should not be allowed to rest here, but that copies of the correspondence should be placed before the Bombay and Madras Chambers, that the continuance of such a practice be put a stop to.

Yours faithfully,

* * * *

*From Madras Chamber of Commerce to Bengal Chamber of Commerce.*

*Dated 24th September* 1873.

I have to acknowledge and thank you for your letter of the 8th ultimo, forwarding for this Chamber's information copy of some correspondence with the London Cotton Brokers' Association regarding the action taken by that body in raising the standards of Madras Cotton. In reply I have to forward to you a copy of a letter on this subject which this Chamber have addressed to the Association, and I am to add that this Chamber will be happy to unite with the Bengal Chamber in any course of action which is calculated to protect the interests alike of buyers and sellers.

*From Chairman of the Madras Chamber of Commerce to President of the London Cotton Brokers' Association.*

*24th September* 1873.

The Bengal Chamber of Commerce have submitted to the members of this Chamber a copy of your letter of the 20th June last, in reply to a remonstrance from that body against the action taken by the London Cotton Brokers' Association at the beginning of the current year, in raising the standards of fair western and good fair Tinnevelly cotton. The statement in Messrs. Barber, Simpson and Co.'s Price Current, to which the Bengal Chamber call

attention, did not escape the notice of this Chamber, who decided, however, not to take any action in the matter until fuller particulars regarding the proceedings of your Association had been received from Home. Your letter to the Bengal Chamber affords this Chamber an opportunity of submitting the following observations for your consideration.

The opinion of this Chamber is entirely in accordance with that expressed by the Bengal Chamber as to the difficulties under which Indian shippers would labour if their shipments of Indian cotton are to be liable to fluctuating standards in the Home market. You state in explanation of the course adopted by your Association in raising the standards of Tinnevelly and western cotton of 1872-3 crop that you thought it would be unjust to the buyer that he should pay, say 7⅛*d.* per lb. for cotton which on arrival might not prove to be worth more than 7⅛*d.* per lb.; but it seems to the Chamber that it would be equally unjust to the Indian seller, whose interests also claim some consideration, that he should be subject to an allowance because a cotton which he may have shipped as "good fair" should, through a sudden and unexpected alteration of standard, be classed only as "fair" on arrival in London. The Chamber need hardly point out that, in the absence of timely notice, no such modifications as those made by your Association can be introduced without occasioning serious inconvenience, and it may be loss on this side. The knowledge of the fact that the standards of quality recognized both at Home and in India are the same is one of the shipper's safest guides, no matter what the article may be in which he is dealing. All his transactions may be said

to be based on the supposition that, however prices may fluctuate, however much his shipments may in quality be above or below a certain recognised standard, the standard itself cannot vary; and the Chamber cannot but regard any departure from this time-honored rule in the case of Madras cotton as being calculated to disturb the conditions on which business has hitherto been conducted, and to create a feeling of uneasiness and distrust which, in the end, could hardly result in advantage to any parties connected with the cotton trade, shippers, consignees, or brokers.

In conclusion the Chamber desire me to express their strong conviction that the mutual allowance clause, which regulates operations in American cotton at Liverpool, ought in justice to be extended to transactions in Madras cotton in London. By that clause the seller to arrive obtains the benefit of the higher value when his goods are found above the standard, while he is subject to an allowance in case of their falling below it. It can scarcely be regarded as fair that all the loss from inferior shipments should fall on the seller, while all the gain from the good shipments should go to the buyer. The Chamber believe, moreover, that the mutual allowance clause would offer a desirable encouragement to Indian shippers to select superior qualities of cotton.

*From Bombay Chamber of Commerce to Bengal Chamber of Commerce.*

*Dated 27th September* 1873.

The question of the "cotton standards" raised in your

letter of 8th August with its accompaniments has been under the consideration of my Committee who have minuted very fully upon it. But the subject is a difficult one, and it is not easy to see how a course of common action can be taken with any prospect of success. The subject will probably come before the members at the annual meeting, and you shall be promptly informed in the event of any course of action being agreed on.

## THE USURY LAWS.

On the reorganisation of the Chamber in 1853 several matters of interest to the commercial public engaged its early attention, and one of the most important was the inconsistency of the Usury Laws as then in force; they had been repealed in England, but the change in the law had not been extended to this country; and the anomaly, consequently, existed that while British subjects in India were liable to legal prosecution for charging upon any transaction of business a rate of interest above 12 per cent, native subjects held and enjoyed the privilege of employing their capital at any rate of interest agreed upon between borrower and lender.

The removal of such a deviation from a general application of the law was therefore a subject to which the Chamber attached great importance,

and it had the satisfaction to find its object realized by the introduction of a Bill for the repeal of the Usury Laws and its adoption by the Government as Act XXVIII of 1855.

That legislative action is referred to on this occasion because, as will be seen from the correspondence attached to this paragraph, the question has been raised whether the discretion vested in the Courts of Justice in India by the second Section of the Act, as to the rate of interest which may be awarded when none has been agreed upon specifically, should be limited by any positive enactment.

The circumstances under which that question arose were peculiarly exceptional, and scarcely probable to be repeated ; but the operation of the law having subjected the Government—in a suit which it resisted for more than 30 years—to the judgment of the Privy Council which carried by way of interest an amount more than four times as large as the principal sum awarded, the Secretary of State judged it expedient to consider whether some limit should not be set by law to the rate of interest which Courts can decree when no rate has been agreed upon or when interest is awarded by way of penalty or compensation.

The Chamber's opinion on this point having been invited by the Government of Bengal, the Committee stated their belief that the discretionary power vested in Courts of Justice in India had been exercised with fairness and impartiality, that the general working of the Act had been satisfactory, and that no sufficient grounds had been disclosed for disturbing its provisions.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta,* 10*th July* 1873.

I am directed by the Lieutenant-Governor to forward to you the accompanying copy of a letter No. $\frac{21}{1019}$, dated the 11th June last, and of its annexures from the Government of India in the Home Department, and to request that the Chamber of Commerce will be good enough to favor His Honor with an expression of their opinion on the question therein raised as to whether the discretion vested in the Courts of Justice in India by Section 2 of Act XXVIII of 1855, as to the rate of interest which may be awarded when none has been agreed upon specifically, should be limited by any positive enactment.

*From Government of India to Govt. of Bengal.*

*Simla,* 11*th June* 1873.

I am desired by His Excellency the Governor General

in Council to circulate the appended extracts from a judgment by the Judicial Committee of the Privy Council, with the Secretary of State's despatch * regarding one portion of the judgment.

* No. 17, dated 14th March 1873.

2. The last paragraph of the despatch proposes, for attentive consideration, the whole subject of the rate of interest which Courts of Justice in India are competent to adjudge, independently of agreement between the parties. And from the context, as supplied by these papers, the point immediately before the Secretary of State appears to have been this—whether any limit shall be set by law to the rate of interest which Courts can decree when no rate has been agreed upon specifically; or when interest is awarded by way of penalty or compensation.

3. At present it is ordered by Act XXVIII 1855, Section 2, that "in any suits in which interest is recover-"able,.....if no rate shall have been agreed upon by the "parties, the amount of interest shall be adjudged at such "rate as the Court shall deem reasonable." And the question seems now to be whether the Court's discretion as to the rate of interest which may be awarded, where none has been stipulated, should be limited by any positive enactment.

4. Upon this point His Excellency in Council wishes to be favored with the opinion of the Government of Bengal.

*Extract from a Judgment by the Judicial Committee of the Privy Council on the appeals of* FORESTER AND OTHERS *versus* THE SECRETARY OF STATE FOR INDIA *(Badshapore Suit and Arms Suit), delivered 11th May* 1873.

In "The Arms Suit," their Lordships are of opinion, for the reasons already given in the Badshapore suit, that the seizure of those arms and stores was not an act of State, but an act done as under a supposed legal right on the resumption of the Jaidad upon the Begum's death. They think that the evidence shows that the arms and stores were purchased by the Begum, and that there is no authority or evidence to show that those who hold by Jaidad are not entitled to things so purchased. They are entitled to all the rents on performance of a certain duty, which duty ceases on their death, and the next Jaidahar would be bound to provide arms by virtue of his tenure.

Their Lordships think the decree in this suit should declare the appellant entitled to recover from the Government of India the value of the arms and military stores seized, with interest on such value, from the date of seizure, at the ordinary rate of 12 per centum per annum; and that unless the parties agree to name a sum as representing such value, or agree to refer to arbitrators, in this country, the question, what, at the date of the seizure, was the value of the articles seized, the case must be remitted to India, with instructions to the Court there to ascertain such value, and give a decree accordingly. Her Majesty's order on this appeal may be suspended until the parties shall come to a conclusion as to the course to be pursued. The costs in India of each suit will follow

the result; and their Lordships think that each party should bear their own costs of these appeals.

## *From Her Majesty's Secretary of State for India to the Government of India.*

*London, 14th March* 1873.

Right Hon'ble G. Forester and others, Appellants, *versus* the Secretary of State for India in Council, Respondent.—Arms Suit.

Your Excellency in Council will receive, by the mail which leaves England on this day, a copy of the judgment of the Lords of Her Majesty's Privy Council in the appeal noted in the margin.

2. On receiving the short-hand writer's notes of their Lordships' judgment, I observed that, with respect to the value of the arms, Lord Westbury, who delivered it, was represented as having stated that "both parties were wise enough to agree that (the case) should not be remitted to India, but...this tribunal should exercise the power, with the assent of both parties, of ascertaining the value of the arms, as the principal sum to be paid by the appellants to the respondents, together with interest thereon at 12 per cent." No consent to the exercise of such power by their Lordships had, however, been given by me, nor had any person authority to give it on my behalf, and I was informed that in fact the counsel for the Government of India, acting under my instructions, had expressly contended that the value of the arms should be ascertained in India. Inasmuch, too, as their Lordships, in their first judgment in the suit, had described interest

at 12 per cent. as the "ordinary rate of interest," it appeared to me a possible inference from Lord Westbury's language that I had admitted 12 per cent. to be a rate of interest usually adjudged by Courts of Justice in India. I had, however, been advised that payment of interest at such a rate is very rarely ordered by Indian Courts, and only in very extreme or very exceptional cases, and that the old Regulation Law (which, though repealed, is possibly a guide to the discretion of the Courts) provided that in no case should interest be granted to any larger amount than that of the principal sum claimed. On these two points their Lordships appeared to me to be under a misconception of facts, and for this reason and others I thought it most desirable that an attempt should be made to induce their Lordships, if possible, to review and modify their decision, and accordingly I obtained the opinion of eminent counsel on the question whether such a course was open to me. Your Lordship in Council will observe that the opinion which is sent herewith did not recommend this course, or give me any hope of success if it should be adopted. Deeply, therefore, as I regret the new burden thus imposed on the revenues of India, I have given directions for the immediate payment to the plaintiffs in the suit of the principal sum awarded to them, *viz.*, £30,000 with interest at 12 per cent. since February 1836, amounting in all to £163,318 7 0.

3. The whole subject of the rate of interest which Courts of Justice in India are competent to adjudge, independently of agreement between the parties, appears to me to deserve the attentive consideration of your Lordship in Council in your legislative capacity.

IN THE PRIVY COUNCIL.

The Right Hon'ble G. C. WELD FORESTER and others, Appellants, and the Secretary of State for India in Council, Respondent.

ARMS SUIT.

*Instructions on behalf of the Secretary of State for India in Council.*

You are requested to peruse the accompanying short-hand writer's notes of the proceedings before the Judicial Committee of the Privy Council in this case, of the 30th January last, from which it will be perceived that the principal sum of £30,000 has been ordered to be paid by the respondent together with the enormous rate of 12 per cent. interest from February 1836. When the case was argued before the Judicial Committee, the question of the rate of interest was not much, if at all, discussed, but upon the delivery of their Lordships' judgment, a print of which is sent herewith, such strong reasons for objecting to so high a rate were felt that upon the first occasion of their Lordships' meeting again to discuss the question of arbitration, counsel for the respondent strongly urged upon them that he might be allowed to be heard upon that point; their Lordships, however, peremptorily refused to hear any argument upon the subject.

The Secretary of State in Council feels much aggrieved by the rate of interest imposed as well as the mode in which this case has been dealt with by the Judicial Committee.

It will be observed by the short-hand notes of the pro-

ceedings before referred to, that Lord Westbury stated that both parties had assented to the arbitration of their Lordships with a view to ascertaining the value of the arms. Upon referring, however, to the accompanying short-hand notes of 31st July 1872, this statement would scarcely appear to be justified by the facts.

It will be seen also upon referring to the notes and proceedings of 30th January 1873, that a conversation took place at the Bar as to the payment of the amount awarded being made in England instead of in India, with reference to which the accompanying correspondence has ensued. So much dissatisfaction is felt with reference to these three questions, *viz.*, first and foremost, the rate of interest; secondly, the arbitration in this country; and, thirdly, the order for payment in England in spite of the objection of the Secretary of State in Council to its being made there, that it is proposed upon these grounds, or on some one of them which Counsel may suggest, that an endeavour should be made to obtain a re-hearing either by a petition for re-hearing, or by motion of Counsel, or by any other means which can be devised.

Counsel are accordingly requested to advise—

Whether it is competent to the Secretary of State for India in Council to adopt any of the courses suggested, or

Whether any other course can be adopted for the purpose of rectifying, if possible, what is felt to be a gross injustice, or in any event of showing the people of India that nothing has been left untried in endeavouring to mitigate the penalty imposed upon them.

OPINIONS.

1. We do not think that the Court would re-open the question of the amount of interest after their peremptory refusal to hear Mr. Forsyth upon that matter on the 31st of July. If the matter were still open, much, no doubt, might be said upon it.

2. We think that the short-hand writer's notes shows that Lord Westbury was mistaken in saying that the parties had agreed that the question of the value of the arms and stores should not be remitted to India, but Lord Westbury was careful to rest the judgment, not only on the consent of the parties, but also on the powers of the Court. His mistake, therefore, was irrelevant to the judgment, and we do not see that any useful purpose would be served by directing the attention of the Court to it.

3. As to the question whether the money should be paid in England, the Court might possibly reconsider the matter on the presentation of a petition from the Secretary of State; but it would be open to the Court either to say simply that it declined to re-open the matter, or to add that it did so because it considered the Secretary of State bound by the admission of his counsel.

Whether it would be desirable to present a petition for the purpose suggested in the last words of our instructions, is a point on which the Secretary of State must decide as a matter of policy.

TEMPLE, W. FORSYTH.
*The 7th February* 1873. J. F. STEPHEN.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 30th July* 1873.

The Committee of the Chamber of Commerce desire me to state, in reply to your letter No. 86 of the 10th instant, that in their judgment the discretion vested in the Courts of Justice in India as to the rates of interest which may be awarded where none has been agreed upon specifically between the parties should *not* be limited by any positive enactment, and that it is not expedient to amend the law in this respect.

The case which formed the subject of a recent judgment by the Judicial Committee of the Privy Council, and which is referred to by the Secretary of State for India in his despatch No. 17 (Judicial) of the 14th March last to the Governor General in Council, discloses, as the Committee submit, no grounds for disturbing the provisions of Act XXVIII of 1855.

The exceptionally large amount of interest allowed by the Privy Council is the leading feature in that case; but although the awarded rate of interest—12 per cent. per annum—necessarily enlarged the cost of the suit, the protracted litigation, extending over 36 years, was substantially the cause of the magnitude of the decree.

If the case had been decided on the basis which the Secretary of State considers should have been adopted, *viz.*, that the total amount of interest should not have exceeded the principal sum claimed, the appellants would

have received interest barely at the rate of 3 per cent per annum for the 36 years their claim was resisted,—which would have been less than $\frac{1}{2}$ of what the Presidency Courts award and $\frac{1}{4}$ of the rate Mofussil Courts usually give.

In the statement prepared for the opinion of Counsel the Secretary of State applies the term "*enormous*" to the rate of interest allowed, and in his letter to the Governor-General in Council His Grace refers to his having been advised that payment of interest at such a rate is very rarely ordered by Indian Courts and only in very extreme or very exceptional cases; but the Committee are inclined to believe that if the awards by Indian Courts could be collated the result would prove that 12 per cent per annum is a rate ordinarily charged and allowed on commercial transactions in the Mofussil; and it is notorious that among native dealers and money lenders the rate often reaches a considerably higher figure.

I am instructed to bring to the notice of His Honor the Lieutenant-Governor that in June 1853 the Chamber of Commerce urged upon the consideration of Government that the repeal of the Usury Laws which had been effected in Great Britain should be extended to India, on the ground of the expediency and equity of establishing a uniform legislation for British subjects and natives of this country; because while the latter enjoyed the privilege of employing their capital at any rate of interest agreed upon between lender and borrower, the former were barred, under penalty of legal prosecution, from charging a higher rate than 12 per cent.

The object of the Chamber was obtained by the passing of Act XXVIII of 1855.

The 2nd and 3rd sections of that Act vested in Courts of Justice the discretionary power to allow such rates of interest as they deemed reasonable or thought fit in cases where no interest had been agreed upon by the parties, or where it was directed that a judgment or decree should bear interest; and in the experience of the commercial public that discretionary power has been justly and impartially exercised, and the general working of the Act, which was obtained mainly through the action of the Chamber, has been such as to confirm their original views, and they do not now recommend any alteration in its provisions.

## High Courts' Criminal Procedure Bill, 1873.

It will be observed from a perusal of the Committee's reply to the Government of Bengal on this important measure that in their judgment grave objections are suggested by some of the provisions of the Bill, and that certain changes in the law are proposed, which the Committee consider undesirable. One of them is entirely subversive of the system which demands the unanimous verdict of a Jury before a prisoner can be acquitted; it seeks to introduce a principle at variance therewith by providing that on default of such unanimous verdict conviction shall not

follow : that is to say, one juror out of twelve may be for acquittal, and his individual opinion shall outweigh the concurrent opinions of the other eleven, who are agreed to a contrary verdict.

This would be an entire innovation of the law as it at present obtains in the Presidency towns, and the Committee apprehend that a failure of justice and mischievous consequences would result.

In other respects, too, the Bill is open to the objections which the Committee have recorded, and to which your reference is requested.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, the 8th August* 1873.

I am directed to forward to you a copy of the Bill noted in the margin, with its annexure, and to request that you will favor the Licutenant-Governor with an expression of the opinion of the Chamber of Commerce on the provisions of the Bill.

To regulate the Procedure of the High Courts in the exercise of their Original Criminal Jurisdiction, and for other purposes.

STATEMENT OF OBJECTS AND REASONS.

The Select Committee on the Bill which is now Act X of 1872 (*the Code of Criminal Procedure*), expressed their opinion that it was desirable that the procedure of the High Courts in the exercise of their original criminal jurisdiction should be regulated by the same law as that

which applied to the other Criminal Courts of India. They did not, however, introduce into the Code the requisite provisions on this subject, as it was necessary to obtain the opinions of various authorities before making such a change in the law, and this would have delayed the passing of the Code till after Mr. Stephen had left India. These opinions have now been obtained, and the present Bill is an attempt to embody their result.

It will be seen that the Bill does not purport to regulate the practice of the Courts in issuing prerogative writs; and other omissions will doubtless be pointed out in the course of the careful scrutiny which, it is hoped, the Bill will undergo. On the other hand, it extends the greater part of the Code to the Courts of the Police Magistrates and to the Police of the Presidency Towns.

The Bill is divided into eight chapters, the first of which, amongst other things, repeals portions of the four Statutes and eleven Acts in which the criminal practice of the High Courts (which, for the purpose of the Bill, includes the Chief Court of the Punjab) is now embodied.

Chapter II deals with Sessions, and is founded on 53 Geo. III, c. 155, s. 102, and Act XIII of 1865, s. 22, and the like enactments for the High Court of the North-Western Provinces and the Chief Court of the Punjab.

Chapter III of procedure on commitments embodies the practice introduced by Act XIII of 1865, sections 4, 5, 6, 8, 27, 28, and 31, and followed in Acts XXIV of 1866, sections 3, 5, 6, 8, 9, and IV of 1866, sections 22, 24, 25, 27, 28.

Chapter IV relates to juries. It maintains the rules requiring twelve as the number of all juries, unanimity in the Presidency towns, and elsewhere, a majority of not less than nine with the concurrence of the Judge (Act XIII of 1865, section 37). The provisions as to common and special juries in the Presidency towns, and as to challenges of jurors in those towns, are taken from Act XIII of 1865, sections 11 to 21, both inclusive. The clauses relating to juries in the Mofussil correspond with Act XIII of 1865, sections 35, 36, Act IV of 1866, sections 30, 31, Act XXIV of 1866, sections 11, 12, and Act XIII of 1869, section 1.

Chapter V contains sundry general provisions. It declares that the High Courts shall try as Courts of Session all cases committed to them. But it exempts them from the sections of the Code relating to the taking down of evidence. It renders certain provisions of section 287 of the Code, as to the confirmation of sentences of death and the statement of the grounds of conviction, inapplicable to sentences passed by the High Courts. It relieves them from the requirements of Chapter XXXIV of the Code, as to the form of judgment, sentence, and finding. The rest of the Chapter gives power to reserve questions of law, or of the admissibility of evidence (Act XXIV of 1866, section 16), and prescribes the procedure (1) where such questions are, (2) where they are not, reserved. Power is also given to award costs on petitions, &c., made in matters coming before the High Courts in the exercise of their criminal jurisdiction, and provides a punishment for making false statements in support of such petitions.

Except as otherwise provided by the Bill, the Code will apply to the constitution and formation of juries, to trials, to sentences, and to the execution of sentences.

Chapter VI, as to offences by European British subjects, is equivalent to Act XVIII of 1859, as amended by Act XXII of 1870, section 3.

Chapter VII extends to the Police Magistrates and the Police of the Presidency Towns, such portions of the Code as seem applicable.

Chapter VIII comprises a single section (equivalent to 53 Geo. III, Chap 155, section 100), empowering the Advocate General to exhibit informations to the High Courts in matters of revenue.

SIMLA,
*The 12th July* 1873.

A. HOBHOUSE.

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*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 5th September* 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 3628 of the 8th ultimo, and to submit, for the information of His Honor the Lieutenant-Governor, the following remarks on the Bill to regulate the Procedure of the High Courts, in the exercise of their Original Criminal Jurisdiction, and for other purposes.

The proposed Act will no doubt be useful inasmuch as

it reduces into the compass of one Act a number of enactments partly English and partly Indian, by which the Criminal Procedure of the High Court is at present governed, but it proposes to effect certain changes in the law which the Committee think undesirable.

The first of these is to be found in the last paragraph of section 12, which provides that in default of the unanimity which the third and fourth paragraphs of the same section require in a Jury for a verdict of guilty against a prisoner, such prisoner shall be acquitted.

This is an entire innovation in the law which at present obtains in the Presidency Towns, and which requires a Jury to be unanimous in acquitting as well as in convicting a prisoner, and is in effect an attempt to introduce to the Presidency Towns in India the Scotch verdict of "not proven."

The opinion formed by the Committee from their experience of Juries in India is that the alteration of the law proposed to be made by this section will cause a failure of justice in many cases, especially in cases tried by mixed Juries, as it will enable one Juror of the twelve whose opinion may be in favor of an acquittal to outweigh the opinions of the other eleven, who may be for a verdict of guilty.

A case occurred only at the last Criminal Sessions, which affords a striking instance of this. A man was prosecuted for criminal breach of trust, and the Jury could not agree to a verdict; had the proposed Act been law

the prisoner must then have been acquitted, but as it was, the Jury was discharged, and the prisoner put upon his trial again and found guilty. Instances of this kind could be multiplied indefinitely, and the Committee are of opinion that the proposed innovation is likely to be fraught with most mischievous consequences.

The second point in the proposed Bill is the incorporation in the proposed Act of a large number of the provisions of Act X of 1872 (The Criminal Procedure Code) which it is intended to make applicable to the Courts of Police Magistrates in Presidency Towns.

All the provisions, with the exception of two, which it is desired to incorporate in the proposed Act, are perfectly well adapted to the Courts to which it is proposed to extend their application.

The two provisions of Act X of 1872, to the incorporation whereof in the proposed Act the Committee take exception, are those of Chapters XXXIV and XXXIX.

The first of these provides for the recording by the Magistrate of a formal judgment in every case, giving the points for determination, the findings, and the grounds of such findings, and the reason they take exception to it is that, although it is necessary enough in the Mofussil where the Magistrates are not trained lawyers and where most judgments in Criminal cases are open to appeal, it is utterly unnecessary and undesirable in Calcutta, where one at least of the stipendiary Magistrates is a Barrister and the other a Civilian of experience, and from whose

judgments no appeal lies ; another reason for considering that the provisions of the Chapter in question should not be applied to the Courts of the Magistrates of Presidency Towns is that the recording of judgments by such Magistrates in the manner provided thereby would, owing to the number of cases which daily come before them, occupy so much of their time that it would be impossible for them to get through their cases.

The provisions of Chapter XXXIX are of a kind wholly inapplicable to Calcutta, and their extension to the Calcutta Police Courts would arm the Magistrates with a very large amount of absolute power, which it is not desirable or necessary they should have.

This Chapter empowers Magistrates of Districts or Divisions, or any Magistrate specially empowered, to issue orders to prevent obstructions, to prevent the continuance of public nuisances and their removal, subject to a reference to a Jury if desired by the person against whom the order is made, to try whether the Magistrate's order is a proper one. Orders made under this Chapter are not appealable, and as they may be, and commonly are, made either on the Magistrates' own motion, or on *exparte* information, the Magistrate is almost entirely absolute, the only check upon him being a power vested in the High Court to revise any order under this Chapter, if the proceedings have been illegal.

This last mentioned provision—*viz.*, the High Courts' check on the Magistrates' Acts—is not proposed however to be extended to Calcutta, and if the Calcutta Magistrates

are vested with the powers sought to be given them they will be absolutely irresponsible in exercising such powers, which is a strong reason why the proposed change is not desirable.

As to the necessity of the introduction of the Chapter in question into Calcutta, no doubt in the Mofussil its provisions judiciously and wisely exercised show good results, as they afford to the Magistrate a ready means of protecting the poorer class of people from oppression by their richer neighbours, and of conserving the public safety and health where no other law exists, under which this can be done.

In Calcutta, however, ample means are found in the Police and Municipal Acts for the attainment of these objects, and these Acts having worked quite satisfactorily for some years, there is no reason why their provisions should be abrogated, or added to by the Magistrates being vested with the power sought to be given to them.

There do not appear to be other matters in the proposed Act which call for remark by the Committee.

## Proposed extension of the Telegraph to Bassein and thence to Diamond Island.

At the last General Meeting the Chairman stated that the Committee had received two references from Government regarding the extension of Telegraphic communication in British Burmah and on the coast of Orissa; and he briefly recorded the views which the Committee entertained on those points.

The correspondence will be found below; and from it members will learn the strong grounds on which the line from Henzadah to Bassein was advocated by the merchants of Rangoon and recommended by the Chief Commissioner, and that the extension of their trade demanded all the encouragement that could be given to it.

Your Committee expressed the opinion that while, as a general rule, facilities of communications by land, or water, or wire, helped to expand the capabilities of commercial enterprise in any locality, there were special reasons for affording them to a port like Bassein, the trade of which required only improved means of inter-communication to promote its fullest development, securing at once the necessities of a growing traffic and a large increase to the public revenue: and they

had the satisfaction to be informed that the proposed arrangement received the sanction of Government.

The project of a line from Bassein to Diamond Island was at the same time submitted by the Chief Commissioner, who regards that place as the most convenient for vessels calling for orders, its central position relatively to Akyab, Calcutta, or Rangoon, with good anchorage at all seasons, safe to approach, and having a good light, presenting undoubted advantages: but it would appear that the construction of such a line would be attended with enormous difficulties, the consideration of which as well as the heavy initial cost, and the doubtfulness of the line being maintained, have influenced the abandonment of the scheme for the present.

*From Director General of Telegraphs in India to Chamber of Commerce.*

*Simla, 13th May* 1873.

I have the honor to forward, for submission to the Chamber of Commerce, copy of letter No. 905-7T. dated Rangoon, 27th March 1873, from the Secretary to the Chief Commissioner of British Burmah, Public Works Department, to the address of the Secretary to the Government of India, Public Works Department, with

its accompaniments on the subject of the extension of the Telegraph to Bassein, and thence to Diamond Island, and to solicit the expression of the opinion of the Chamber as to the prospects of traffic, and on the other points discussed in the copy of the correspondence the return of which is requested.

*From the Secretary to the Chief Commissioner of British Burmah to Government of India.*

*Rangoon, 27th March* 1873.

With reference to the enquiry made by the Director General of Telegraphs in his letter No. 1221C, dated 30th October 1872, as to the probable revenue that may be expected from the establishment of Telegraph communication with Bassein, I am directed to submit, for the information of His Excellency the Governor General in Council, copies of letters from some of the leading Merchants of Rangoon containing their opinions on the subject.

2. The Chief Commissioner is of opinion that connection between Henzadah and Bassein should, if possible, be commenced immediately,—if orders were issued by telegraph, the work could possibly be completed before the monsoon sets in. The Governor General is aware that the population of Bassein has always been the most excitable in British Burmah, and that the communication between Bassein and Rangoon is very imperfect. The post is now carried by a long route by boats; and one of the chief firms, here, despatches a small steamer with

messages and treasure at irregular periods. No doubt, the trade of Bassein is increasing largely, and had communication been more perfect, it would certainly have increased much more rapidly. It is situated on a splendid river, navigable by the largest ships without difficulty or danger. Mr. Eden has been twice in the steamer *Nemesis* from Henzadah on the Irrawaddy to Bassein by the Nga-woon river. The whole of this country will soon be protected by the new embankments, and the rice trade of the port will, no doubt, expand enormously, especially with China and the East.

3. The following figures show how rapidly the trade is growing :—

*Comparative exports of rice from Bassein.*

| | | Tons. |
|---|---|---|
| From 1st January 1873 to 17th March | 1873... | 9,151 |
| Same period | 1872... | 5,456 |
| | 1871... | 5,258 |
| | 1870... | 5,853 |
| | 1869... | 3,128 |
| Whole of | 1872... | 71,586 |
| | 1871... | 56,837 |
| | 1870... | 35,556 |
| | 1869... | 30,755 |

This shows that the trade has doubled in ten years. If there were greater facilities of communication, rice mills could be established and a still greater increase would immediately follow.

4. People, however, hesitate to invest much capital in a place so shut off from communication. The letters received show how largely the line will be used by the

firms, who now have branch houses and mills at Bassein; but, if even the Telegraph line did not make an immediate financial return, the indirect benefit to Government in the impetus given to the cultivation and export of rice would be enormous. The Chief Commissioner is therefore of opinion that no time should be lost in putting this work in hand.

5. While on this subject, Mr. Eden would request the serious attention of the Government of India to the remarks made by the merchants, whom he consulted, as to the advantages which would accrue to shipping from having a Telegraph line laid down to Diamond Island. It is a subject to which the attention of the Chief Commissioner has been constantly directed by those engaged in the shipping interest during the last two years. No doubt, a large number of ships do come out to await orders at the most convenient place of call in the Bay. There is, he believes, no place so convenient as Diamond Island; it is central and has fine safe anchorage at all seasons; it possesses a good light and is always safe to approach. From it, ships can either run to Rangoon, Akyab or Calcutta without difficulty during the monsoon.

6. The question is one of Imperial importance and affects the whole carrying trade of the Bay of Bengal and the Straits, the Chief Commissioner would therefore venture to suggest that the Calcutta Chamber of Commerce might be consulted on the subject. If a line is determined upon, it would remain for consideration whether it should be by a connection with the proposed line to

Bassein or by a direct coast line connecting Diamond Island with Elephant Point Station.

*From Messrs. W. Strang Steel & Co. to Secretary to the Chief Commissioner, British Burmah.*

*Rangoon, 12th December* 1872.

We have the honor to acknowledge receipt of your letter No. 3188 in regard to telegraph communication with Bassein. We have not, at present, a branch in that place, but we intend to do business there during the coming season, and we consider that it will be of infinite advantage to the merchants engaged in business there to have telegraphic communication with Rangoon. Indeed, the absence of frequent and easy communication with that place, has hitherto deterred Firms here from opening in Bassein, and if Government will open telegraphic communication and will also assist by a subsidy weekly steam communication, we are of opinion that though in a Financial point of view perhaps, not immediately directly profitable, still the impetus, which such communication will give to trade with that place, will result to a considerable increase to the Government Treasury. It would tend, we believe, to an increase of the demand for grain and consequently to the inducement for its cultivation. More waste land would be taken up and buildings erected thereon—all of which would bring in revenue to the State, and over and above, there would be the increase of Customs duty which keener competition and extended operations would bring into the Treasury. Bassein rice is well suited for the Chinese market, but up

to this time, the Chinese who do such a large business in this article in Rangoon have never settled there. This we put down to the fact of the communication being so imperfect.

*From Messrs. Dickmann, Barckhausen & Co. to Secretary to the Chief Commissioner, British Burmah.*

*Rangoon, 12th December* 1872.

In reply to your letter No. 3188 of the 10th instant, we beg to say that, it is our opinion that it would be very desirable to have telegraphic communication with Bassein, and we would certainly make much use of the line in the season. But it would be better if the line were at once extended to Diamond Island at the mouth of the Bassein river. The merchants of British Burmah generally use the mouth of the Rangoon river as a port of call for their ships, but if we were in telegraphic communication with Diamond Island, we are certain that that place, as most convenient, would, in a very short time, become the port of call for all ships which have to receive their cargoes in the rice ports, and such a line would pay.

*From Messrs. Mohr Brothers & Co. to Secretary to the Commissioner, British Burmah.*

*Rangoon, 16th December* 1872.

We beg to acknowledge receipt of your favor No. 3188,

dated 10th December, in which you inform us that the Chief Commissioner has, for some time past, had under consideration a proposition for bringing the port of Bassein into telegraphic communication with the rest of the Province, and in which you ask information as to what extent our Firm would use the line.

In reply, we beg to state that we shall, in all probability, be in daily telegraphic correspondence with our Bassein friends, especially during the busy season, *viz.*, from January to May—during the rains the wire will be less used by us.

As to the use, the community generally of Bassein would make of the line, we can give no opinion. We have, however, written on the matter to our Bassein friends, and if they can give any information on the point, we shall be glad to tender it.

*From Messrs. Todd, Findlay & Co. to Secretary to Chief Commissioner, British Burmah.*

*Rangoon, 20th December* 1872.

We have the honor to acknowledge the receipt of your favor of the 10th ultimo, advising that the Chief Commissioner had under consideration a proposition for bringing the port of Bassein into telegraphic communication with the rest of the Province, and requesting information as to the extent our Firms here and at Bassein would be likely to make use of such communication, were it available.

Did telegraphic communication exist, we would probably make constant use of it; as also, no doubt, would the community generally of Bassein. But if the Chief Commissioner wishes to confer a boon on the whole mercantile community, not only of Burmah but of Bengal, the line should from Bassein be extended to Diamond Island.

We cannot, on this subject, do better than repeat the 7th paragraph of the Address presented to the late Viceroy, when here:—

"Finally we would submit for your Excellency's consideration that, under existing arrangements both the Local Administration and the Trading Community of Rangoon, are completely cut off from all telegraphic communication with the shipping in the Bay, whilst the important port of Bassein is shut out from all telegraphic communication whatever. We would respectfully suggest that the most economic way of removing this evil would be to extend the wire from Henzadah through Bassein to Pagoda Point opposite Diamond Island and near Cape Negrais, where, if the communication were established, the shipping in the Bay of Bengal would undoubtedly make it a general port of call, for orders."

*From Messrs. Bulloch, Brothers & Co. to Secretary to the Chief Commissioner, British Burmah.*

*Rangoon, 24th December* 1872.

We have the honor to acknowledge receipt of your

letter No. 3188, and dated 10th instant, informing us that Mr. Eden has under consideration a proposition for bringing the port of Bassein into direct telegraphic communication with the other stations in the Province; and requesting (1st) information as to the extent to which we should be likely to make use of the line; and (2nd) an expression of our opinion as to the use which would be made of it by the community generally.

2. First, as regards ourselves, we have no hesitation in saying that we should make daily use of the line for the greater part of the year, and that the messages interchanged with our Bassein firm, would average not less than *four* daily, throughout the entire twelve months.

The value of such messages, judged by the present Provincial tariff, would amount to Rs. 1,460 per annum, and we should be glad to guarantee this sum for the first year or two if required.

3. Secondly, with respect to the use which would probably be made of the line by others, we consider that the advantages of telegraphic communication are tolerably certain to be appreciated as much by our Mercantile neighbours as by ourselves.

4. Our firm opinion is, presuming that Government would adopt the shortest route, by running a wire to Bassein from the main line at Henzadah, a distance, we believe, of some seventy miles, that the undertaking would prove from the first a financial success.

As to the importance of such communication politically, it is scarcely our province to speak.

5. There is, however, a subject so intimately associated with the one in question, that we feel we cannot err in referring to it.

We allude to the establishment of telegraphic communication between Diamond Island and Bassein.

6. Diamond Island is pre-eminently the most suitable place of call for vessels on this side of the Bay. The easiness of the navigation in its neighbourhood, owing in great measure to the existence of the magnificent light-house of the Alguada Reef, allows ships of the largest size to approach and leave it without danger at any season of the year, and, besides this, it has the advantage of occupying a more central situation than any of the other places of call on the coast, *viz.*, Akyab Roads, Elephant Point and Amherst.

7. In order clearly to explain our meaniug, we would ask you to point out to Mr. Eden, that the vessels which visit this coast, the destination of which is, at the time of their arrival unknown, are of two classes.

1st. The greater number arrive under Charter, the Agents for the Charterers having the power of ordering them to one of three, or in some cases, one of four, or even five ports named, say, Akyab, Bassein, Rangoon, Maulmain or Chittagong. For vessels under engagements of this kind, (of which we already know of upwards of 200,000 tons register to arrive within the next few months) Diamond Island is a much more convenient place to call for orders than Amherst, for example; since,

when there, vessels are within easier reach of any three or more of the ports named than would be the case were they lying off Amherst.

For the same reason, the Island is a more suitable place of call than any of the other points mentioned.

2nd. The other class of ships referred to are those which come to our coast in search of employment. It is not necessary that these should proceed eventually to a Burmah port to load. They may go on to Calcutta, the Madras coast, Ceylon, Penang, Singapore, or indeed to any part of the world where it is possible to obtain a freight. A glance at the map will shew that for such as these, there is no point so advantageously situated as Diamond Island.

8. Presuming, therefore, that Mr. Eden agrees with us in considering that Diamond Island has advantages as a place of call over other points on the coast, we would next ask you to call his attention to what is evidently the sole reason, why these natural advantages are of comparatively so little avail to shipping.

9. The reason is manifestly the difficulty which Masters of vessels experience, on their arrival at Diamond Island, in communicating with any port; and, it seems to us to be a very *cogent* argument in favor of Diamond Island, that, notwithstanding the extreme disadvantages under which it labours in this respect, it is still a favorite place of call. In the matter of communication, but in this only, the other places of call enumerated have vastly superior advantages, in being within comparatively easy

reach of a telegraph station, from which Masters of vessels can speedily communicate with their Agents in the East, or their owners at Home.

A delay of from two or three days to the vessels, at those places, suffices for such communication to be made, whereas a fortnight at least is required at Diamond Island. The line to Bassein, as it will enable Masters to exchange messages at that port, with their Agents or Owners in other places, will have the gratifying effect of reducing the necessity for so long a detention; but, if the line is not extended from Bassein to the Island, the shortest possible delay will still be from 4 to 6 days, as within less time it would not be practicable for a ship-master to make the passage to and from his vessel.

10. For these reasons, it is our firm belief that the establishment, in connection with the line to Bassein, of a line from that port to Diamond Island, will prove of pecuniary benefit to Government, such means of communication being, we consider, all that is required to render the Island the most frequented place of call for vessels in the East; and the line itself being one which could be constructed and maintained at comparatively small cost.

11. At the same time, we should like you to inform Mr. Eden that we do not entertain expectations of so sanguine a nature with regard to such a line being self-supporting, at the outset, as we do in the case of the line you refer to, since a certain period must necessarily elapse before its existence could come to the knowledge of ship-

owners generally. The one line, however, would be of great assistance to the other, and the ultimate success of the extension would, in our opinion, be simply a question of time.

12. In conclusion, we may add that much as we should desire to see Diamond Island placed in telegraphic communication with the rest of the world, it will be a matter sufficiently satisfactory to us, and we think to the community generally, to learn that Mr. Eden decides in the first place upon the construction of a line to Bassein only.

Our remarks upon the expediency of the extension of the line to Diamond Island will, we hope, go some way towards convincing Mr Eden that the line to Bassein, besides being the most desirable object of itself, has even greater attractions, when viewed in the light of a preliminary step towards the establishment of similar communication with that Island.

*From Chamber of Commerce to Director General of Telegraphs, in India.*

*Calcutta, 28th May* 1873.

In returning the enclosures of your letter No. 151 of the 13th instant, I am desired by the Committee of the Chamber of Commerce to state that the representation by the Chief Commissioner of British Burmah discloses such strong grounds for the extension of the Telegraph to Bassein and thence to Diamond Island as, in their

opinion, leave no room for doubt as to the expediency of establishing a line of direct communication between the chief commercial town of the Province and the subordinate port of Bassein, and carrying it on to what is considered as the most suitable place of call for the shipping which the important and annually increasing trade of Burmah attracts to its several localities.

The Committee therefore do not hesitate to support a proposal so strongly advocated by the merchants of Rangoon who furnish ample reasons for its adoption, and submitted by the Chief Commissioner for the consideration of Government with an expressed concurrence as to the line to Bassein, and implied recommendation in favour of its extension to Diamond Island.

Guided by the comparative returns of exports of rice from Bassein, which indicate a very rapid growth of that trade, and by the opinions recorded as to the probable extent to which the telegraphs between that port and Rangoon would be used, the Committee are inclined to the belief that the line would yield a good return during the season.

Every facility added to the means of communicating with places of only moderate commercial importance is of advantage as tending to develope their capabilities to expand the general trade of the country, and the case under consideration would certainly appear well entitled to receive all the assistance that the State can render.

With regard to the extension to Diamond Island the

Committee are of opinion that that work also should be undertaken by Government. It may not be so remunerative as the other line, but it would be of material convenience to vessels calling there as the most suitable place to wait for orders, either from Rangoon or Akyab or Calcutta or any other port in the Bay of Bengal.

On the whole the proposal has the Committee's approval, and they recommend the adoption of the scheme in its entirety.

*P. S.*—As the Committee would like to preserve for record copies of the correspondence herewith returned, they beg the favor of your directing copies to be sent to them.

*From Director General of Telegraphs in India to Chamber of Commerce.*

*Simla, 24th June* 1873.

I have the honor to acknowledge the receipt of your letter, dated Calcutta, the 28th May 1873, returning the enclosures of my letter No. 151 of the 13th idem, and communicating the opinion of the Chamber of Commerce on the subject of certain proposed extensions of the telegraph in British Burmah, and to intimate that the Government have approved of the extension of the telegraph from Henzadah to Bassein, and being disposed to sanction the further extension from Bassein to Diamond Island, if it can be effected at a cost not incommensurate with the object in view, have called for the preparation and submission of an estimate for it.

With reference to the P. S. of your letter, I enclose a copy of the correspondence in it asked for.

*From Chamber of Commerce to Director General of Telegraphs in India.*

*Calcutta, 9th July* 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 803 of the 24th of last month, and to state that they receive with great pleasure and satisfaction the intimation it conveys that the Government have approved of the extension of the telegraph from Henzadah to Bassein, and that they are disposed to sanction the further extension from Bassein to Diamond Island if it can be effected at a commensurate cost.

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MEMORANDUM.

*Government of India, Public Works Department, Telegraph.*

*Simla, 21st August* 1873.

Copy of the following with copy of Director General's letter No. 193 of 9th August 1873, forwarded to the Bengal Chamber of Commerce for information with reference to the postscript of their letter to Director General of Telegraphs, dated 28th May last.

*From Government of India to Chief Commissioner of British Burmah.*

21*st August* 1873.

Referring to your letter No. 905-7T of the 27th March 1873, regarding the establishment of telegraphic communication with Bassein and Diamond Island, I am directed to forward for information copy of the correspondence* noted on the margin, from which it will be seen that the extension to Bassein has been approved of. The futher extension to Diamond Island cannot be entertained at present, in consequence not only of the heavy initial cost, but also because of the great difficulties and even doubtfulness of future maintenance.

* Letter No. 288 T of 28th June 1873 to Director General of Telegraphs.
Letter No. 193 dated 9th August from Director General and enclosures.

Should, however, opportunity arise at any future time for making the Marine Survey, indicated by the Director General, the subject may be re-opened, should you think it advisable to do so.

*From Director General of Telegraphs in India to the Government of India.*

*Simla, 9th August* 1873.

Replying to para. 3 of your No. 288T, dated 20th June 1873, calling for an estimate for the extension of the line of Telegraph from Bassein to Diamond Island, I have the honor to forward copy of a preliminary report on the

proposed line by the Superintendent of the division, from para. 13 of which it will be seen that before any reliable estimate can be prepared, it will be necessary to depute an officer of this Department to survey and report on the country and select the best route, and further that this preliminary examination will occupy considerable time and be attended with some expense.

2. Enough is, however, stated regarding the physical difficulties of the country, but between Bassein and Diamond Island, to make it a certainty that a telegraph line can only be constructed and maintained through it at a very high cost, and the reports regarding the suitability of the sea bottom for a telegraph cable between the mainland and Diamond Island are the reverse of encouraging.

3. There is no prospect of the line proving remunerative, but as it would doubtless be a great boon to the Foreign trade of British Burmah, it is perhaps desirable, notwithstanding the unpromising report of the Superindent, that the survey necessary to form a reliable estimate of cost should be made before a decision is come to. To enable some idea to be formed as to whether it be worth while to survey the line or not, I may add that I do not think it will cost at the most more than Rs. 1,000 per mile of land line, say, roughly Rs. 80,000 and Rs. 3,500 per mile, say, Rs. 42,000 for the cable.

4. Should this course meet the approval of Government on intimation of same, I will make the necessary arrangements for the survey. work being undertaken

during next cold season. The survey will, however, be incomplete unless the co-operation of the Marine Department is secured, and a thorough examination made of the bed of the sea between the mainland and Diamond Island and a safe course for the cable determined on and marked out with buoys—without such a survey undertaken by men who have an intimate knowledge of the cost, it would be out of the question to risk a cable, and I would accordingly suggest that the Marine Department be requested to undertake the survey in conjunction with an officer of this Department whom I shall be prepared to nominate.

*From the Superintendent of Telegraphs, British Burmah Division, to the Director General of Telegraphs in India.*

*Rangoon,* 23*rd July* 1873.

I have the honor to report as follows on the proposed line from Bassein to Diamond Isand, an estimate for the construction of which was called for in your telegram of 37 words of the 23rd June last.

2. The country on the east bank of the Bassein river is, for the most part, low and swampy, covered more or less with mangrove jungle, intersected by innumerable creeks and rivers. The whole of the land between the Rangoon river to the east, and the Bassein river on the west, is in fact the Delta of the Irrawaddy, which empties itself into the sea by numerous large

openings which are connected with each other by innumerable tidal channels, and the land is to a great extent more or less a mangrove swamp near the sea.

3. The construction of a Telegraph line over such country would cost an enormous sum, several long cables would be necessary, and the line could seldom be properly inspected.

Further, even should a line be constructed, there would be considerable risk to the sea cable between Diamond Island and the mainland, as the Poorian shoal, extending a long distance out from the latter, has very little water on it at low water, and unless the cable buried itself, it would probably be injured by the incessant movement of the water, especially during the S. W. monsoon when the sea is said to be excessively rough.

4. On the west bank of the Bassein river a short distance inland the ground is high and hilly. The land, it will be seen, runs out in a wedge shaped tongue, with the sea on the west and the river on the east. In the centre are the Arracan yomas, throwing out spurs either side, which, as Pagoda Point is approached, come nearer the river, leaving very little low ground on the banks. The streams are in the majority of cases mountain torrents, tidal till the high ground is reached.

5. Opposite Bassein the high ground is a considerable distance inland. The country on the river side is, to a great extent, as far as the Thandvay river about 12 miles south of Bassein, level open waste or paddy land,

over which no difficulty would be experienced in constructing a line except the want of carriage alluded to further on.

The Thandvay river is navigable for about 5 miles for large ships, and for a considerable distance for the largest size Burman boats. It would probably be advisable to span this river at about 10 miles from its mouth where it is said to be 300 yards wide.

6. From the Thandvay river for about 12 miles, the country inland is undulating with but little open land, south of this to Pagoda Point it is more hilly. The river bank and for some distance inland, is as far as long inland low, muddy, and covered with dense jungle. It continues much the same to the Pyeng Shuay creek whence to Pagoda Point it is somewhat hilly.

7. About half way to Pagoda Point a large Island, a considerable portion of which is cultivated, is formed by the Myet ta-ya and Kanankee rivers; south of the latter to Yay-Goung Gyee creek five to six miles, the country is thickly wooded and subject to inundation. From this to the Payabla creek there are some paddy plains, but excepting these the country may be said to be covered with jungle.

8. The Myet-ta-ya is a large river navigable for boats of the largest size and is used by them in preference to the main river during the S. W. monsoon. From its junction with the Kanankee small boats can go up to the foot of the hills. The Yay-gyan stream is large enough for

good sized boats for seven or eight miles, as also are the Payabla, and Mhay-kha yay ; all the others are mountain streams, full during the S. W. monsoon, and dry except at high water, during the N. E. monsoon when small boats get up a few miles.

9. The villages are few and far apart, and the population generally very small southwards in the N. E. monsoon ; several temporary villages are established on the river side by salt manufacturers and fishermen.

10. There are no cart roads, and very few carts in the country. The few there are, are used for carting in paddy from the fields, and are chiefly found in the villages in the northern half of the district. There are only three shewn in the official Gazetteer for the whole district, south of the Payabla creek to Pagoda Point, about 30 miles. Communication is entirely by water, every village being on a stream.

11. Only three priavte elephants are known of, all the way down, although the forests are said to contain large quantities of valuable timber such as Pyenkado (iron wood) Pyengma (Jarool of India) both very suitable for Telegraph posts, the latter especially so in land subject to inundation from the sea or tidal rivers, as it is said not to be attacked by the teredo, while Pyenkado is. But in the absence of labor or carriage it will be exceedingly expensive to procure posts, although they are to be had in the vicinity.

12. As stated above no road exists, but there is a

buffalo track from opposite Negrais Island (better known as Heingye) where buffaloes are reared, and taken north for hire and sale. The native officials from whom the Deputy Commissioner of the district and myself endeavoured to gain an idea of the route, made it a fair weather track chiefly along the river, or at any rate not far off it; which would not answer for the Telegraph, as it is said to be impassable during the rains. There is said to be another track inland along the foot of the hills, but no body could be had who knew anything about it, although several had heard of it.

13. I do not think it possible to frame anything like a reliable estimate, without a thorough examination of the different routes that it may be found possible to follow, and such examination is impossible at this time of the year. Even if carried out in the dry weather, it will be very expensive, as labour and carriage (for the latter elephants at Rs. 5 a day) would have to be taken from Bassein and much time spent in selecting the best of several routes.

14. For the continuation from the main land to Diamond Island a cable of from 10 to 12 miles would be required. The coast below Negrais Island is rocky, but a sandy beach would be found if a start was made from the small bay just below Negrais, or that about two miles lower down. In the former case the cable would of course be two to three miles longer, but it is said that the shore round Pagoda Point is very rocky and the more north of it we keep the better.

15. Starting from about Kha-boungmlia the bay

alluded to above, the cable should be carried in the channel parallel to the coast for two or three miles, before turning towards Diamond Island, to avoid the great sand bank below Negrais, which is marked on the chart as having "rocky uneven ground with breakers at low water." On nearing the island it should be carried into a small bay in the N. E. side of it.

16. The island is said to be surrounded by a ridge of rocks as marked on the chart, and these are said to be sharp edged; so that unless an opening can be found in them, however narrow it may be, there is every probability of a cable failing.

17. Altogether the information I could get about the bed of the sea was very unsatisfactory, and before any money is risked, I would strongly recommend that the Marine Authorities be asked to make a careful survey of the locality, marking off a course free from rocks by buoys.

18. The entrance to the Bassein River is properly by the channel between the Eastern shore and Diamond Island, and ships also anchor on that side; so that the cable in the western channel would be pretty free from risks on that score.

19. One item of information given me by the Master-Attendant of Bassein will give an idea of the risk in one way to a cable from the rough sea there is usually about the locality. A buoy chain on the Poorian shoal (on the Eastern side of Diamond Island) is reduced about

half an inch a year in thickness, by chafing against the sandy bottom where it is moored.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 4th September* 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your memorandum No. 374 of 21st ultimo, forwarding copy of letter No. 372 of same date from Government of India to the Chief Commissioner, British Burmah.

The Committee note that the extension of telegraphic communication from Rangoon to Bassein has been approved, but that its further extension to Diamond Island cannot be entertained at present.

The Chief Commissioner will no doubt be satisfied—as the Committee are—with the reasons given by the Government of India why the latter work cannot be undertaken. The disappointment in this respect may be diminished in some measure, however, and the purpose of the original design accomplished, if a postal service were organized by which ship masters on arrival at Diamond Island could communicate with Bassein and have their messages telegraphed thence to their Agents at Rangoon.

The Committee apprehend that this may be done without difficulty, and that the plan though involving unavoidable delay would be attended with considerable advantage to vessels calling for orders.

## Proposed extension of the Telegraph from Cuttack to False Point.

THE construction of a Telegraph line from Cuttack to False Point has been advocated by the Chief Engineer, Irrigation Branch of the Public Works Department, Bengal, who was of opinion that it would be of great value and would well repay the cost. Colonel Haig states that every ship bound to Calcutta in the south-west monsoon makes the Light House at False Point, and that if a Telegraph station was available there, the intelligence of her arrival thus far towards her destination would be communicated by wire. The length of the line from Cuttack to False Point would be about 60 miles, and the cost of it would probably not exceed Rs. 50,000.

The report by the Director General of Telegraphs does not, however, encourage the proposed construction : departmentally the line is not required, neither would it be likely to be self-supporting, and it is doubted whether the general public would derive any advantage from the scheme : but it was suggested that False Point being, from its situation, considered a most suitable and valuable station for meteorological observations, especially with regard to the course and

progress of cyclones in the Bay of Bengal, due weight should be given to that consideration in discussing the proposal.

The Committee, in reply to the reference by the Government of Bengal, stated their inability to advance any reason in favor of the scheme except that given by the Director General of Telegraphs—*viz.*, the establishment of a meteorological station, for which purpose False Point was unquestionably well situated: for although vessels coming up to the Sandheads in the south-west monsoon do make the Light at that Point and might possibly communicate with Calcutta, if a telegraph were available, the Committee did not think there would be sufficient traffic of that kind to justify the construction: it might be useful, however, for purposes in connection with the Orissa Canal and Irrigation Works, and any income derived from reporting shipping intelligence—an approximate estimate of which could not be given by the Committee—would reduce the cost of maintaining the line.

*From Government of Bengal to Chamber of Commerce.*

*Calcutta,* 19*th May* 1873.

I am directed to forward the accompanying copy of a

letter No. 227T, dated 12th instant, from the Government of India, Public Works Department, and of its enclosures, relative to a proposed telegraph line from Cuttack to False Point, and to request that the Chamber of Commerce will favor His Honor the Lieutenant-Governor with an opinion as to the receipts that would probably accrue from messages connected with the shipping interests, and also on the general commercial importance of the line.

2. An extract, paragraphs 84, 43, 44 and 45, from a note by the Chief Engineer on his visit to Cuttack, dated 17th December 1872, is herewith forwarded for the information of the Chamber.

*From Government of India to Government of Bengal.*

*Simla, 12th May* 1873.

With reference to para. 4 of your letter No. 121, dated 6th January last, regarding the construction of a line of Telegraph between Cuttack and False Point, I am directed to forward for information copy of the letters* marginally noted from the Director General of Telegraphs on the subject, and with reference to paragraph 3 of the first communication to request, that enquiry may be made of the Bengal Chamber of Commerce as to the receipts that would probably accrue from messages connected with the shipping interests.

* Letter No. 6, dated 8th April 1873.
– Letter No. 13, dated 8th April 1873.

2. I am further to remark that, should there be no

prospect of the scheme returning a fair revenue, His Excellency in Council would not be disposed to sanction the construction of the line.

*From the Director General of Telegraphs in India to Government of India.*

*Calcutta, 8th April* 1873.

Agreeably to the request contained in your letter No. 190T, dated 2nd April 1873, forwarding extracts from two notes by Lieutenant-Colonel Haig, R. E., Officiating Joint Secretary to the Government of Bengal, Public Works Department, in which he advocates the construction of a line of Telegraph from Cuttack to False Point, I have the honor to submit the following report.

2. Departmentally a line from Cuttack to False Point, with an office at the latter place, is not required, neither is it, as far as I have means of judging, likely to be self-supporting.

3. With regard to the advantages the general public may derive from the proposed extension, I am obliged to state that Colonel Haig has not adduced any reasons to induce me to alter the opinion expressed in my letter No. 5341, dated 14th November 1867, and the question therefore appears to resolve itself into two.

I. Are the interests of the shipping likely to make False Point a port of call sufficiently important to warrant the construction of the line to, and an unremunerative

office being maintained at, that place, as far as I have means of judging, it is not probable they will be so.

II. Is the Telegraph line from Cuttack to False Point with an office at the latter place of so much importance in connection with the Canal and Irrigation operations as to be essentially necessary for their efficiency? On this point, I am not in a position to offer an opinion and Colonel Haig's recommendations are not so definite as to lead to the conclusion that a Telegraph line is essentially necessary. However, if the Government of Bengal considers the extension necessary in connection with the Irrigation Works, I conclude His Honor the Lieutenant-Governor will be willing and prepared either to provide the necessary funds for the construction and maintenance of the line and the cost of the office at False Point or to pay this Department interest on its capital expenditure, and the cost of maintaining the line and working the office in the same manner as the Ganges Canal pays for the Roorkee to Hurdar line, and the cost of the office at the latter place.

4. The chief part of the cost of such works as that now proposed is on account of material, carriage, and distribution; in the present case with the assistance promised by the Government of Bengal in the way of distribution and labor, the cost will be somewhat reduced.

5. The season is now somewhat far advanced for commencing this work with any hopes of having it finished before the setting in of the rains, inasmuch as the material which would have to be used is of old pattern, and

has to be somewhat modified and altered to admit of its being utilized. And as there is difficulty in obtaining the iron required for these alterations, consequent on the state of the market and the non-receipt of the sheet iron indented for in October 1871, there will necessarily be some delay in completing the requisite arrangements for the supply of stores. Should the Government of India sanction the construction of the line, the necessary orders will be issued for its being undertaken next working season.

6. In the Budget Estimate of the Department for this present year no provision has been made for a line from Cuttack to False Point, the estimated cost of which is about Rs. 50,000.

*From the Director General of Telegraphs in India to Government of India.*

*Calcutta, 8th April* 1873.

In continuation of my letter No. 6 of today's date, on the subject of the proposed extension of the Telegraph line from Cuttack to False Point, there is one point of some importance regarding which nothing has been stated. I refer to False Point being, from its situation, considered a most suitable and valuable station for meteorological observations, especially with regard to the course and progress of cyclones in the Bay. It may therefore be desirable in coming to a decision on the present question that this point should be allowed due weight.

*Extract from Note by Lieutenant-Colonel F. T. Haig, R. E., Officiating Chief Engineer, Bengal, Irrigation Branch, dated 17th December* 1872.

PARA. 34.—A telegraph from Cuttack to False Point would, I believe, be of great value, and would well repay its cost. Every ship for Calcutta coming out in the south-west monsoon makes False Point Light House, and if there were a telegraph station there, the intelligence would always be telegraphed to Calcutta. At present the delay in communicating with Cuttack, or Calcutta, or other ports along the coast, is very great. Lately the *Roma*, a large screw steamer, touched at False Port short of coals, and had to send to Calcutta for a tug to be towed up. It took six days before an answer from Calcutta could be obtained. The length of the Telegraph line from Cuttack to the Light House, where there is a substantial bungalow ready to hand, would be about 60 miles, and the cost, if made in the most substantial manner, not more than Rs. 50,000. Maintenance and the monthly working expenses of the two offices at Cuttack and False Point would cost Rs. 300 per month or Rs. 3,600 per annum. For 50 miles out of the 60, the line would run along the bank of the canal.

43. I will here only allude to one other want which has already been brought to the notice of the Government of India, the purchase and clearing of four or five square miles along the Bay at the Jumboo location, and the erection of a small store there. Both are very necessary.

44. I had not time to visit the Dhamrah, but believe

some useful improvements might be carried out there at small cost. The following figures which I obtained from the Commissioner show the growth of the trade there. The number of passengers leaving and arriving has unfortunately not been taken, but I was informed that at the present time 1,000 coolies leave weekly for Calcutta in the two steamers now running :—

| | Imports. | Exports. | Total. |
|---|---|---|---|
| 1868-69 | 1,11,823 | 8,794 | 1,20,617 |
| 1869-70 | 55,321 | 45,928 | 1,01,249 |
| 1870-71 | 78,747 | 68,642 | 1,47,389 |
| 1871-72 | 2,34,769 | 94,887 | 3,29,656 |

The number of vessels which visited the port was—

| | |
|---|---|
| In 1868-69 ... | ... 17 Country Sloops. |
| „ 1869-70 ... | ... 37 Ditto. |
| „ 1870-71 ... | ... 31 Ditto. |
| „ 1871-72 ... | ... 36 Ditto and 43 steamers. |

Port dues are collected at the rate of 6 annas per 100 maunds' burden of vessels of 300 maunds and upwards. There is nothing of the kind as yet at False Point.

45. I do not think that either of these ports has yet received the attention it deserves, in the way of improvement, considering their great importance. More than 1¼ million sterling have been laid out on irrigation and embankments, while only a few hundreds have yet been devoted to False Point, although the development of the irrigation revenue must depend, as it seems to me, mainly upon the growth of the foreign trade of the district. I

have no doubt that irrigation will spread and in time become general. The irrigated area will eventually probably not fall far short of what it has always been estimated at. But the water rate which the people will be able to pay for rice, will depend chiefly on the price of paddy, and without greatly increased exports, we cannot expect that there will be much improvement in the present extremely low rates. We are busy extending and improving the communications between Cuttack to the District generally and False Point, but for the port itself, towards which all these lines converge, and upon which in great part their value depends, little or nothing has been done. Rs. 50,000 may seem a good deal to spend upon a line of telegraph which will probably not pay its expenses for some years. The annual charge for interest and working expenses would be 5 per cent. on Rs. 50,000 ... ... ... Rs. 2,500
Maintenance and working expenses as in paragraph 3,600

Total Rs. 6,100

But on the other hand, the Government is actually paying, in the shape of interest alone, upon the outlay up to the present time, *viz.*, 4½ per cent, say £1,300,000= £58,500, and £610 is but a trifling additional sum to pay for a work which in giving increased facilities to the export trade must tend indirectly to stimulate the irrigation, and so to meet the charge for interest. I think, therefore, that if there be any difficulty about providing the necessary funds out of ordinary revenue, they might be given from extraordinary, and any loss that there may be on the working of the line guaranteed by

the Telegraph Department from the same source. Some funds have aleady been expended in a variety of works in Orissa which are certainly not exclusively required for irrigation, and upon some, such as the protective works to the town of Cuttack, which have no connection with it whatever. The Narajeweir, the other weirs in part at least, and the flood embankment of the rivers, are works which must have been carried out, if no irrigation canals had been made at all. They are, however, mostly necessary to irrigation which could not have existed without them. Improvements of the port and increased facilities for foreign trade, are equally necessary, and to postpone them, rather than prosecute them with loan funds, will entail not a saving, but a loss by postponing the day when the irrigation revenue shall balance the charge for interest. It may be, however, that the charges for both telegraph, dredger, and the other improvements suggested, can be met from the ordinary revenue.

*From Chamber of Commerce to Government of Bengal.*

*Calcutta, 28th May* 1873.

The Committee of the Chamber of Commerce have had under consideration your letter No. 744 of the 19th instant relative to a proposal for extending the Telegraph from Cuttack to False Point: and they desire me to state in reply that as far as their experience goes as to the utility of an office at the latter place they are not in a position to advance any reason in favor of the scheme,

except that to which the Director General of Telegraphs refers in his letter of 8th April—*viz.*, that for meteorological observations with regard to the course and progress of cyclones in the Bay of Bengal, False Point would, from its situation, be a most suitable and valuable station.

The Committee are aware that at certain seasons of the year vessels bound to Calcutta "make" False Point on their way to the Sandheads; and perhaps if there was an available means of communicating with the port of destination commanders might announce their arrival thus far on their voyage, and owners and agents might be prepared to incur the expense of transmitting such intelligence; but it is doubtful whether they would be disposed to pay at a rate sufficiently high to make it worth while for Government to carry out the scheme with this sole object.

The line, however, might be constructed for other reasons, and any income derived from the shipping interests would of course reduce the cost of maintaining it: but the Committee regret that it is not in their power to give even an approximate estimate of what that income would be.

## Proposed System of numbering Bills of Lading.

Upon the question which forms the subject of the accompanying letter from the Liverpool Chamber, your Committee are of opinion that the necessity for the proposed system of numbering Bills of Lading—1st, 2nd and 3rd—as Bills of Exchange, has not been found in the Indian trade: as a precautionary measure in some degree there can be no objection to it, but the general introduction of the plan should, the Committee think, be made by those who have initiated the movement at Home, and the practice would probably be followed abroad.

*From Chamber of Commerce.*

*Liverpool,* 16*th June,* 1873.

The attention of the Council of the Liverpool Chamber of Commerce has frequently been directed to the opportunities for fraud, as well as to the frauds themselves, arising out of the existing system of having several Bills of Lading, all of the same tenor and date and representing the same property. In the year 1868 a plan for the Registration of Bills of Lading was submitted for their consideration, but as the suggestion did not find general acceptance with the leading Bankers and Commercial Bodies, whose opinion was taken with regard to it, it was not followed up. The Council find that the con-

currence of opinion now, as well as at the period referred to, is in favour of Bills of Lading being issued in sets, and numbered " First," " Second," " Third," and so on, as in the case of Bills of Exchange, and they are of opinion that this precaution, if generally adopted, would lessen the risk of fraud, and render Bills of Lading a better security than they now are.

The Council, therefore, have come to the resolution to recommend the plan of numbering Bills of Lading for adoption and recognition by the Commercial Community and by Bankers as one, by means of which, they believe, fraud will be rendered difficult.

The Council further believe that the adoption of the system now recommended will create no inconvenience or complication of any sort, and will only require that the caution now exercised with regard to Bills of Exchange drawn in in sets, be extended to Bills of Lading drawn in the same manner.

The copy or copies of Bills of Lading retained by the Captain should be marked " Captain's Copy."

A few duplicate copies will accompany this communication for distribution amongst Bankers and Merchants in your locality, interested in the question.

## Proposal to test the competency of men in charge of Machinery moved by steam power.

The recommendation by the President of the Commission for the inspection of steam boilers that an examination should be held and certificates of competency granted before native engine drivers are permitted to have charge of boilers and prime movers in the town and suburbs of Calcutta, had the entire approval of the Committee, ample ground having been furnished in the reports submitted to them for the necessity of testing the competency of such men, and of amending the law so as to make provision for that requirement.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta,* 18*th July* 1873.

Letter from President of the Commission for the inspection of Steam Boilers, No. 194 of 5th July 1873, with enclosures.

The Lieutenant-Governor desires me to forward to you a copy of the papers marginally noted, and to say that he would be glad to be favored with an early expression of the opinion of the Chamber on the proposal therein contained for amending Act VI. (B. C.) of 1864, so as to provide for testing the competency of the men who are placed in charge of boilers and prime movers in Calcutta and its suburbs.

*From President of the Commission for the Inspection of Steam Boilers, &c. to Govt. of Bengal.*

*Dated the 5th July* 1873.

With reference to the concluding paragraph of my predecessor's letter to your address, No. 190, of the 18th December, I have the honor of submitting a special report from the Acting Engineer and Inspector of Boilers, recommending that an examination should be held and certificates of competency granted before native engine drivers are permitted to have charge of boilers and prime movers in the town and suburbs of Calcutta.

2. Mr. Madge, from experience, states that in flour and soorkey mills worked by native proprietors common coolies, entirely unacquainted with the working of the steam engine, are placed in charge of the machinery; that the mills are frequently kept working day and night without a change of men; and that the practice of working mills at night is greatly on the increase.

3. It appears to me that our supervision over steam boilers in the town and suburbs cannot be considered complete and effectual unless we take measures to ensure that the working of the machinery is placed in the hands of competent persons.

4. Under the terms of the present Act VI. (B. C.) of 1864 it appears to me doubtful whether any rules on the subject can be passed. I would therefore beg leave to suggest that when the Legislative Council for Bengal

reassembles, a bill should be introduced amending Act VI, and giving to the Lieutenant-Governor authority to issue such rules as he may think necessary, to provide for the competency of natives and others placed in charge of boilers and prime movers.

5. Certificates might, I would suggest, be granted either by a committee composed of Engineers meeting, say, every quarter; or specially selected officers, such as the Mint-Master, the Railway Locomotive Superintendents, the Justices' Engineers might be authorized to grant certificates of competency.

*From Engineer and Inspector of Steam Boilers to the President of the Commission for the Inspection of Steam Boilers, &c.*

*Calcutta, 24th April* 1873.

With reference to the suggestion made by Mr. Walker, who was lately the Engineer and Inspector, that an examination should be held and certificates of competency granted before persons are allowed to have charge of boilers, I have the honor to make the following observations on the subject.

Several of the flour and soorkey mills in the vicinity of Calcutta have very inefficient men in charge of boilers. In the course of my visits for the purposes of conducting ordinary surveys, described in paragraph 5 of Lord H. Ulick Browne's letter, No. 190, dated the 18th December 1872, to the address of the Secretary to the Government

of Bengal, I have been very much surprised at the class of men who are usually placed in charge of the machinery. They are, as a rule, totally unacquainted with the working of a steam engine, and are simply entertained on the ground of economy. In many instances I have found them to be common coolies, and in some cases where there are a number of flour and soorkey mills muddled together, the services of a native mistry, who has some little experience in repairing machinery, are entertained; but his supervision over the firemen is simply nothing, as the firemen are left in independent charge of the boilers; the native mistrys' services being called into requisition only when repairs are required to be executed.

An objectionable practice exists of working flour mills throughout the night; and this I consider dangerous. I have found the room in which the machinery is placed often very indifferently lighted, and noticed that the same man, who has had charge of the boiler during the day, was also in charge during the night, assisted only by a coolley, who is likewise expected to attend to other duties connected with the manufacture of flour. Under such an arrangement accidents are likely to occur, and the practice of working flour mills at night, I might observe, is greatly on the increase.

I desire it to be understood that these remarks only apply to mills worked by native proprietors, of which there are about thirty in number.

Under these circumstances, I cannot too strongly urge

the necessity of adopting the proposals made by Mr. Walker, of having some system of examination for the grant of certificates before any one is placed in charge of a boiler.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 11th August* 1873.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter dated 18th ultimo, and to state in reply that, assuming the representation made by the Officiating Engineer and Inspector of Steam Boilers to be beyond question, it is certainly desirable that Act VI of 1864 should be amended to the extent of providing for the competency of those who are placed in charge of boilers and prime movers.

Under the practice described in the special Report of leaving common coolies in charge of steam engines, with the working of which they are, as a rule, totally unacquainted, accidents are undoubtedly likely to occur; and the proposal to test the competency of men in charge of machinery moved by steam power has the approval of the Chamber.

## Reporting of Vessels in the river by the Commercial Code of Signals.

The following correspondence will serve to show the Committee's continued endeavours to have effect given to the orders of Government regarding the exclusive use of the Commercial Code of Signals, in supersession of Marryatts, by outward bound vessels.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta*, 14*th June* 1873.

I am directed to acknowledge the receipt of your letter, dated the 9th April 1873,* bringing to the notice of this Government that the order of the Government of India, directing the exclusive use of the Commercial Code of Signals in India, is not fully enforced.

2. In reply, I am to say that the Master-Attendant will be desired to enforce strictly Rule 7 of the Pilot Rules in their present form as to out-going ships.

3. With reference, however, to in-coming ships, as the Board of Trade leave it optional with ships to supply themselves even with designating signals under the Commercial Code, the Lieutenant-Governor is not prepared to pass a rule applicable either to all in-coming ships, or to all that have visited the port before, under which

* Published in last half-yearly Report.

pilots shall be compelled to refuse to proceed up unless the vessel shows her number by the Commercial Code. It must rest with the mercantile and the shipping communities, whose interests are so intimately connected, to arrange between themselves for carrying out the arrangements most convenient to themselves in this respect. The Government has done its part by affording every facility, and in the case of out-going ships it has gone further.

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## No. 7 of the Rules for the Guidance of Running Pilots.

An officer receiving an order to take pilotage charge of a vessel outward bound will proceed on board with all convenient despatch, and ascertain that her decks are sufficiently clear, and that she is in a proper state for working as regards her masts, yards, and rigging. He will also ascertain, without causing unnecessary detention by hauling up cables and sails for inspection, that the ship is sufficiently found in these respects; and that her boats are serviceable and fit on occasion to carry out a bower anchor, *and that she has the Commercial Code of Signals.* He is to ascertain that she has two serviceable bower anchors, and if she has not a sheet or spare anchor fit for a bower over her side, that she has one in such a position on deck that it can easily be brought into use in case of its being required. Should a vessel lose one of her three bower anchors after leaving Garden Reach, she is not to be stopped on that account if the Commander wishes to proceed. The Pilot will ascertain that the vessel has the means of showing two good lights during

the night for the whole of the time likely to be occupied in getting clear of Pilots' water, and also that she has those required by Admiralty Regulations, and that her compasses are in good order. The Pilot should also satisfy himself that the officers and crew are numerically sufficient to work the vessel. Should it be necessary to communicate with the Commanding Officer on these or any other points, the pilot is to do so in the most respectful manner; and if his representations and inquiries do not meet with prompt and due attention, and he should still have reason to suppose the ship deficient in *any* of the above requisites, he will not take charge, but immediately report the same to the Master-Attendant.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 8th July* 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 2112 of the 14th of last month, and to request the submission of their obligation to His Honor the Lieutenant-Governor for the orders passed on the subject of their reference.

They have, on application, been furnished by the Master-Attendant with a copy of Rule VII of the Pilot Rules, and are glad to learn that it distinctly requires that the Pilot of an outward bound vessel shall satisfy himself that the vessel is provided with the Commercial Code of Signals before he takes charge. This is satisfactory; and the Committee presume that it is also a part of the Pilot's duty, under some other Rule, to require that

the signals be *duly exhibited* at each reporting Telegraph Station, otherwise the observance of Rule VII will be unattended with any practical advantage.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 15th July* 1873.

I am directed to acknowledge the receipt of your letter, dated the 8th July 1873, and in reply to request that you will refer the Chamber to Rule 41 of the Rules for the Guidance of Running Pilots, of which I am to enclose a copy.

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No. 41 of the Rules for the Guidance of Running Pilots.

Pilots are directed to use every precaution in their power in order that the signal numbers of the vessels of which they may be in pilotage charge are accurately and distinctly displayed by the Commercial Code on arrival within signal distance of the several stations on the river, and kept flying until answered. Pilots will be punished for any disregard on their part of this order.

*From Chamber of Commerce to Master-Attendant.*

*Calcutta, 4th September* 1873.

The Committee of the Chamber of Commerce have been in communication with the Government of Bengal regarding the partial observance of the order of the

Supreme Government on the subject of the Commercial Code of Signals, and they presume that as the matter is more or less within your own province copies of the Committee's letters and the replies thereto have been furnished for your information, but in case you have not received them, and for convenience of reference, I am directed to supply you with them.

The point submitted by the Chamber was a very simple one and the Government shews how easily it can be met.

But notwithstanding the peremptory orders contained in the 7th and 41st rules for the guidance of Pilots in charge, it appears that *outward* bound vessels sometimes exhibit no signals at all or hoist Marryatt's, which are disregarded, and consequently the progress of such vessels from Calcutta to sea is not reported in the Government Telegraph Gazette.

I am instructed to bring to your notice two instances in which the orders have not been obeyed.

1*st.* The ship *Allumghier* cleared on the 26th May last with 315 coolies for Mauritius, and was towed down by the *Rattler;* but the progress of the ship was not reported, nor her departure from Saugor announced; she was consequently omitted from the shipping intelligence altogether.

2*nd.* The ship *Cartsburn* cleared on the 21st of last month with 440 coolies for the West Indies, and was

towed down by the *Sestos;* but she too was not reported from any of the signalling stations in the river and is omitted from the shipping intelligence.

In both these instances large numbers of coolies were on board, and if any accident had happened to either vessel in the river, there would have been no report made by the Telegraph signallers, as they are prohibited from taking any notice of vessels unless the Commercial Code signals are exhibited, and loss of life and property might have been involved by the non-observance of simple orders.

If the ships had the Commercial Code signals on board it was the duty of the pilots to insist upon their being shewn; if they had *not* the signals it was equally the duty of the pilots not to take charge and to report the cause to you.

The Committee are of opinion that the orders of Government should be strictly enforced, and they will be glad to learn the result of your inquiries into the cases referred to.

*From Master-Attendant to Chamber of Commerce.*

*Calcutta*, 18*th September* 1873.

With reference to your letter, dated 4th instant, I have the honor to state for the information of the Chamber of Commerce that both the Pilot and Captain of the *Allumghier* say that the ship's number in Marryatt's Code was

hoisted when passing each Telegraph Station on her way down the river. Being an emigrant vessel she had the Commercial Code of Signals on board, but her reason for hoisting her name in Marryatt's Code was that her name is not in the Commercial Code List of Vessels.

2. In the case of the *Cartsburn* the Pilot distinctly states that his vessel's number was kept flying all the way down the river and kept up until she was out of sight of land.

3. The Commander of the *Allumghier* informed me that he has applied to the Registrar General, London, for signal letters for his vessel in the usual form, but as the *Allumghier* is registered at Cochin the signal letters may have been sent to that Port. I have advised the master of that vessel to apply there.

4. The instruction conveyed in 2nd para. of letter No. 2112, dated 14th June last from the Government of Bengal to the Chamber of Commerce, is strictly enforced.

*From Chamber of Commerce to Master-Attendant.*

*Calcutta, 24th September* 1873.

The Committee of the Chamber of Commerce desire me to thank you for your reply No. 5155 of 18th instant, to their reference regarding the ships *Allumghier* and *Cartsburn*.

In the case of the first vessel the reason assigned for

the omission of her report in the Telegraph Gazette is sufficient and the Committee are obliged to you for the explanation: but with respect to the latter I am to remark that while accepting the statement that her signals were kept flying all the way down the river, the ship was not reported because she hoisted Marryatt's and not the Code number, as advised in accompanying original letter from the Telegraph Department, which please return.

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The subjects referred to in the following paragraphs do not require any special comment.

## SURVEY FEES.

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*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta,* 11*th October* 1873.

In forwarding the marginally noted extract paragraph 7 from a letter from the Collector of Customs No. 1578, dated the 12th September 1873, submitting his opinion on a bill to consolidate and amend the law relating to Native passenger ships and coasting steamers, I am directed to say that the Lieutenant-Governor will feel much obliged by your favoring him with an expression of the views of the Chamber of Commere on the subject of the survey fees referred to.

"I do not see any survey fee stated for Native sailing vessels. That for steamers is fixed at Rs. 20. This is very little for the trouble of a *proper* survey, and I doubt if any effectual survey will be made for it. I would suggest that a reference be made to the Chamber of Commerce for an expression of their opinion as to what would be a proper fee, fair to the Surveyor without being oppressive to the vessel."

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 29th October* 1873.

The Committee of the Chamber of Commerce desire me to say in reply to your reference No. 3596 of 11th instant that they think the prescribed fee of 20 Rupees is ample, the amount being levied, not on each certificate granted, but on each *survey*, of which there are generally two and may be more, before the final certificate is given. So that practically the survey is attended with an expense not limited to 20 rupees, but to a charge determined by the frequency of the surveys, each of which entitles the surveyor to that sum.

And as regards steam vessels the Committee desire me to say that the amount of fees is just double that paid in the case of sailing ships, since there are two separate surveyors, one for the hull and the other for the machinery, who in like manner charge 20 rupees each for every survey and not for every certificate.

## AMERICAN AND INDIAN RICE.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 11th August* 1873.

I am directed by the Lieutenant-Governor to ask you to be so good as to look back to your old files of prices-current, and inform His Honor of the prices of Bengal

and Carolina rice respectively in the home markets, in the ten years preceding the American War, say 1850 to 1860.

2. I am also to request that you will be good enough to favor Government with any information available, as to the price of Carolina rice since the war ended. It is apprehended that the growth for export has nearly *ceased;* but His Honor will be indebted for any information on the subject you may be able to supply.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta*, 21*st August* 1873.

In reply to your letter No. 2260 of the 11th instant, the Committee of the Chamber of Commerce desire me to furnish you with the accompanying statements.

As the Chamber's files do not extend further back than 1854, the Committee regret they are unable to give the statistics for the four preceding years.

Statement No. 1 exhibits the quantities, values, and average prices of rice imported into the United Kingdom from the United States and British India from 1854 to 1871 inclusive.

The figures have been taken from the Trade and Navigation Returns of Great Britain for each of those years.

Statement No. 2 exhibits quotations for Carolina and Bengal and Burmah rice, for the last week of the month of June and December of each year.

These figures are taken from the *London Economist.*

These two returns will, the Committee believe, afford all the information you require as to the Home values of American and Indian rice. The quotations are of course general, with large fluctuating margins to cover the values of various qualities, but they are probably sufficient for your purpose.

The Committee concur in the belief you express that the growth of Carolina rice for export has ceased, and they are inclined to attribute this falling off to the large imports of rice from Bengal and Burmah, and the comparatively lower values at which the Indian produce can be placed in the Home markets ; as well as to the more extended cultivation in America of cotton, tobacco and cereals, and other articles yielding a more profitable return.

Upon this point, however, they suggest a reference to the Statistical Department of the Government of India in London which will no doubt be in a position to give the fullest information.

* * * * *

No. 1.

*Rice imported into the United Kingdom from the United States and East Indies (Bengal and Burmah) from* 1854 *to* 1871 *inclusive.*

| | United States. | | Average price. | East Indies. | | Average price. |
|---|---|---|---|---|---|---|
| | Cwt. | £ | *s.* *d.* | Cwt. | £ | *s.* *d.* |
| 1854 | 20,383 | 20,383 | 20 0 | 1,263,380 | 884,366 | 14 0 |
| 1855 | 13,853 | 20,086 | 29 0 | 2,157,044 | 1,563,856 | 14 6 |
| 1856 | 60,864 | 77,601 | 25 6 | 3,544,215 | 1,860,713 | 10 6 |
| 1857 | 56,764 | 69,428 | 24 6 | 3,159,420 | 1,770,494 | 11 3 |
| 1858 | 48,771 | 52,693 | 21 6 | 3,578,748 | 1,582,617 | 8 10 |
| 1859 | 51,600 | 54,457 | 21 1 | 1,244,390 | 666,442 | 10 9 |
| 1860 | 69,932 | 81,602 | 23 4 | 1,314,811 | 852,929 | 13 0 |
| 1861 | Record | wanting. | | | | |
| 1862 | 38,421 | 69,152 | 36 0 | 3,812,670 | 2,260,400 | 11 10 |
| 1863 | 1,896 | 3,420 | 36 1 | 2,958,228 | 1,762,892 | 11 11 |
| 1864 | None. | ..... | ... | 2,707,112 | 1,554,975 | 11 6 |
| 1865 | 42,537 | 72,314 | 34 0 | 1,306,290 | 866,042 | 13 3 |
| 1866 | 3,402 | 5,502 | 32 4 | 1,835,616 | 1,219,451 | 13 3 |
| 1867 | 9,505 | 18,783 | 39 6 | 2,335,892 | 1,701,263 | 14 7 |
| 1868 | None. | ..... | ... | 3,582,563 | 2,248,218 | 12 7 |
| 1869 | 17,843 | 25,857 | 30 0 | 3,009,584 | 1,715,574 | 11 5 |
| 1870 | 4,650 | 6,371 | 28 0 | 3,060,769 | 1,682,138 | 10 11 |
| 1871 | None. | ..... | ... | 3,690,111 | 1,861,389 | 10 1 |

No. 2.

*Quotations from the "London Economist" in the last week of June and December of each year from* 1854 *to* 1872.

| | Carolina Rice. | | Bengal Rice, Yellow & White. | |
|---|---|---|---|---|
| | per cwt. | | per cwt. | |
| | s. s. | s. s. | s. s. | s. s. |
| 1854 | June 21 @ 37 | Dec. 24 @ 38 6 | June 10 0 @ 13 6 | Dec. 11 6 @ 16 6 |
| 1855 | „ 24 „ 46 | „ 28 „ 46 0 | „ 12 0 „ 15 6 | „ 14 6 „ 17 6 |
| 1856 | „ 25 „ 45 | „ 25 „ 45 0 | „ 10 0 „ 15 0 | „ 9 0 „ 13 6 |
| 1857 | „ 25 „ 40 | „ 20 „ 36 0 | „ 10 3 „ 14 0 | „ 7 0 „ 11 0 |
| 1858 | „ 20 „ 36 | „ 18 „ 36 0 | „ 6 0 „ 11 0 | „ 6 6 „ 12 0 |
| 1859 | „ 20 „ 36 | „ 20 „ 36 0 | „ 8 0 „ 14 0 | „ 8 0 „ 14 0 |
| 1860 | „ 22 „ 36 | „ 22 „ 34 0 | „ 9 0 „ 15 0 | „ 10 6 „ 15 6 |
| 1861 | „ 24 „ 34 | „ 25 „ 35 0 | „ 9 0 „ 15 0 | „ 10 0 „ 16 0 |
| 1862 | „ 28 „ 40 | „ 35 „ 46 0 | „ 7 0 „ 16 0 | „ 8 6 „ 14 0 |
| 1863 | „ 30 „ 46 | „ 30 „ 46 0 | „ 8 0 „ 15 0 | „ 7 9 „ 16 0 |
| 1864 | „ 35 „ 46 | „ 35 „ 46 0 | „ 8 0 „ 14 0 | „ 9 0 „ 14 0 |
| 1865 | „ 35 „ 46 | „ 35 „ 46 0 | „ 9 0 „ 16 0 | „ 10 0 „ 17 0 |
| 1866 | „ 35 „ 46 | „ 35 „ 46 0 | „ 10 0 „ 16 0 | „ 11 0 „ 19 0 |
| 1867 | „ 35 „ 46 | „ ..... | „ 11 0 „ 18 0 | „ 10 6 „ 18 0 |
| 1868 | „ ..... | „ ..... | „ 8 0 „ 16 0 | „ 8 9 „ 16 0 |
| 1869 | „ ..... | „ ..... | „ 7 3 „ 14 0 | „ 7 6 „ 14 6 |
| 1870 | „ No quotations. | | „ 8 0 „ 13 6 | „ 8 0 „ 13 0 |
| 1871 | „ ..... | „ ..... | „ 8 6 „ 13 3 | „ 8 6 „ 13 0 |
| 1872 | „ ..... | „ ..... | „ 8 0 „ 14 0 | „ 8 0 „ 14 0 |

*RESOLUTION.*

**AGRICULTURAL DEPARTMENT.**

*Calcutta, the 8th October* 1873.

A note by Mr. R. Knight, regarding the cultivation of Carolina rice in Bengal, was forwarded to the Board of Revenue and to officers in charge of experimental farms. That note stated that Carolina rice used formerly to fetch in the European market two or three times the price of Indian rice, and expressed a belief that of late years the export of American rice to Europe had been comparatively small. The Lieutenant-Governor, in circulating Mr. Knight's note, directed that further inquiry should be made, and that local officers and others interested in Carolina rice experiments should be furnished with the latest available information regarding the value of Carolina rice, as it seemed to be doubtful whether the importance of acclimatising this rice in Bengal was fully appreciated.

2. The Secretary to the Calcutta Chamber of Commerce, Mr. H. W. I. Wood, has now been good enough to favor the Government of Bengal with the annexed letter and statistics, which show beyond doubt that Carolina did, and still does, fetch a very much higher price than Indian rice. It has been ascertained that a considerable supply of acclimatised Carolina paddy seed can be obtained from the Government farm near Madras, in case more seed is wanted.

3. The Lieutenant-Governor directs that an expression of his acknowledgments be conveyed to the Chamber and

to Mr. Wood for the valuable information which they have furnished, and that a copy of this order and of the appended extracts from Mr. Wood's letter be furnished to the Board for communication to the officers and gentlemen engaged in Carolina rice experiments.

By order of the Lieutenant-Governor of Bengal.

C. BERNARD,
*Offg. Secretary to the Govt. of Bengal.*

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No. 2908.

Copy forwarded to the Secretary of the Chamber of Commerce, with an expression of the Lieutenant-Governor's thanks for the information furnished.

By order of the Lieutenant-Governor of Bengal.

C. BERNARD,
*Offg. Secretary to the Govt. of Bengal.*

CALCUTTA,
*The 8th October* 1873.

## Samples of Oils and Resins from British Burmah.

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*From Govt. of India to Chamber of Commerce.*

*Simla, 1st July* 1873.

I am directed to invite your attention to the letters from this office noted in the margin*, and to state that the Government of India will be glad to receive the opinions of the Chamber of Commerce as to the market value of the samples of gums and resins from

* No. 1078, dated 4th September 1872.
No. 1516, dated 20th December 1872.
No. 465, dated 25th March 1873.
No. 503, dated 2nd April 1873.

Madras, Burmah and the Andaman Islands, as well as of the samples of oils from Burmah sent with these letters.

*From Chamber of Commerce to Government of India.*

*Calcutta*, 12*th July* 1873.

In acknowledging the receipt of your letter No. 814 of the 1st instant, I am directed by the Committee of the Chamber of Commerce to express the regret with which they can place at the disposal of Government the very scantiest information called for in the several letters to which you draw their attention.

The subjects have not been neglected, but you will perceive from the accompanying report on the samples of oils and resins from British Burmah referred to in your letters No. 1078, 4th September, and No. 1516, 20th December last, how extremely difficult it is to get any thing in the shape of a report that would be acceptable to the Government.

*Messrs. M. C. Joakim & Co. to Chamber of Commerce.*

*Calcutta*, 11*th July* 1873.

We much regret to intimate that the six specimens of Burmah oils and gum resin forwarded by you on 23rd January last, being wholly unknown as commodities in the Calcutta market, a most unusual delay has unavoidably occurred in placing before you the result of our endeavours (which have, however, proved almost fruitless) to

ascertain their mercantile value here. The few jottings now presented have been collected with considerable difficulty; as not even the actual traders between Calcutta and Burmah, whether Europeans, Burmese or Chinese whom we consulted, were conversant with all the samples. In our opinion these articles will find no market in Calcutta. The samples are briefly treated of in the subjoined remarks, the first five being in the order that they are enumerated in Government letter No. 1516, dated 20th December 1872.

*Sample No.* 1. Eng. oil.—Dipterocarpus tuberculatus. A wood oil, procurable at Mergui, value there, Rs. 17 to 18 per 100 viss. (365 lbs.) not imported here. It is used as a preservative of timber.

*Sample No.* 2. Kanyin oil. —Dipterocarpus alatus.—Ditto value at Mergui Rs. 15 to 16 per 100 viss.

*Sample No.* 3. Thitsee oil.—Melanarrhoca glabra; comes from Mandalay, price Rs. 60 to 65 per 100 viss, used as glue and for painting cabinet ware; value here unknown.

*Sample No.* 4. Padouk oil.—Peterocarpus dalbergioides; entirely unknown.

*Sample No.* 5. Thayet oil.—Mangifera Indica; entirely unknown.

*Sample No.* 6. Thingan Resin.—Hopea adorata; here called Ral Dhoona, and in Rangoon Kama, is worth Rs. 7 to 8 per maund. This is a gum-resin.

*Sample No.* 7. Tingyoo Resin.—Pinus Khasyana, Pinus

Massoniana—believed to be Gundaboroja, but the latter gum resin is the produce of Pinus longifolia ; value from Rs. 8 to 9 per maund.

## Samples of Raw India Rubber from the Shan States of Burmah.

*From Govt. of India to Chamber of Commerce.*

*Simla, 7th July* 1873.

I am directed to forward a specimen of Raw India Rubber procured from the Shan States of Burmah, and to state that the Government of India will be much obliged if the Chamber will be good enough to favour it with an opinion as to the commercial value of the article.

*From Chamber of Commerce to Government of India.*

*Calcutta, 11th August* 1873.

I have the honor to acknowledge the receipt of your letter No. 836 of the 7th ultimo, forwarding a specimen of Raw India Rubber from the Shan States of Burmah, and, in reply, I am directed to forward for the information of Government the annexed copy of report upon it from Messrs. Schroder, Smidt and Co.

*Messrs. Schroder, Smidt and Co. to Chamber of Commerce.*

*Calcutta, 9th August* 1873.

We are in receipt of your letter of 23rd ultimo, with a specimen of Raw India Rubber from the Shan States.

In reply to your enquiry as to its commercial value, we beg to say that good clean quality, like the specimen, if properly dried and prepared, would now fetch about Rs. 59 per bazar maund at Calcutta.

We have delayed our reply in order to collect information as to the process which is adopted in Assam and Sylhet and by which the Rubber is rendered marketable, and shall refer to this as soon as we get a reply.

The quality of the specimen appears to be a very superior one, and, as there is no mud or other foreign matter in it, it might perhaps fetch a much higher price after it has been introduced into the London market.

In its present moist and sticky state and without having undergone the above mentioned process, it would not be marketable.

## Specimen of the Gum of the Jeeka Tree from Cachar.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 30th July* 1873.

I am directed to forward herewith a specimen of the gum of the Jeeka tree sent down by the Deputy Commissioner of Cachar, and to request the favor of the Chamber of Commerce furnishing His Honor the Lieutenant-Governor with a report as to whether, in the opinion of the Chamber, the gum has any commercial value.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta*, 11*th August* 1873.

I have the honor to acknowledge the receipt of your letter No. 2046 of the 30th ultimo, forwarding a specimen of the gum of the Jeeka tree sent down by the Deputy Commissioner of Cachar, and, in reply, I am directed to forward for the information of His Honor the Lieutenant-Governor the annexed copy of report upon it from Messrs. Schroder, Smidt & Co.

*Messrs. Schroder, Smidt & Co. to Chamber of Commerce.*

*Calcutta*, 9*th August* 1873.

In reply to your letter forwarding a specimen of the gum of the Jeeka tree from Cachar, we beg to say that it appears to be India Rubber of an ordinary quality mixed with mud and particles of wood and very moist and oxidated.

We think it worth about Rs. 20 to Rs. 30 in its present state. If cleaner and dry it would fetch much more.

# COTTON GROWN AT THE NICOBARS.

*From Govt. of India to Chamber of Commerce.*

*Calcutta, 1st July* 1873.

I am directed to forward herewith a package containing samples of six* different descriptions of cotton grown at the Nicobars, and to request that the Chamber will, after valuing the several specimens, favor the Government of India with a report upon them.

* Sea Island, 1st quality.
Ditto 2nd
New Orleans.
Hingunghat.
Bunna.
Jurra.
5 lbs. of each.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 11th July* 1873.

I have the honor to acknowledge the receipt of your letter No. 31C. of the 1st instant forwarding samples of six different descriptions of cotton grown at the Nicobars, and, in reply, I beg to forward for the information of Government the annexed copy of report upon them from Mr. F. Eisenlohr of Messrs. Ernsthausen and Oesterley.

*From F. Eisenlohr, Esq., to Chamber of Commerce.*

*Calcutta, 10th July* 1873.

I beg to report on the samples of cotton from the Nicobar Islands handed to me by you this morning.

1. *Sea Island first quality.*—Fairly clean, excessively long stapled, but might be stronger in fibre; colour rather dull; value about 16 to 17*d.* per pound in Liverpool, or say, about Rs. 49 to Rs. 52 per bazar maund landed loose in Calcutta.

2. *Sea Island second quality.*—Stained and much mixed with crushed seeds, very long stapled but rather weak; dull colour; value about 3 to 4*d.* or Rs. 9-13 less than No. 1.

3. *New Orleans.*—Rather clean and fresh colour, some stains, short staple for New Orleans, but strong; value about 6½*d.* landed in Liverpool or Rs. 17 to Rs. 18 per maund landed loose in Calcutta.

4. *Hingunghat.*—Good color, fair silky staple and strong; value the same as No. 3.

5. *Bunna.*—Clear, good color, rather strong fair staple; value about 6¾*d.* say, Rs. 18 to Rs. 20 per maund landed loose in Calcutta.

6. *Jurra.*—Fairly clean; poor staple; present value about 4¾ to 5*d* landed in Liverpool, or say, about Rs. 13-8 to Rs. 14 per maund landed loose in Calcutta.

I should recommend that samples of qualities No. 1 & 2 be sent to London for valuation as I may be too low in my valuations.

Cotton of such a character must be excessively scarce,

and my experience is not ample enough to judge accurately.

*P. S.*—All the above samples seem to have been beaten out.

## Cotton grown from foreign seed in the Cuttack Delta.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta*, 13*th May* 1873.

I am directed to forward the accompanying sample of cotton grown from foreign seed in the Cuttack Delta, and to request you to favor the Lieutenant-Governor with your opinion as to its quality and value.

The cotton is sent just as it was taken from the tree.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta*, 19*th May* 1873.

In acknowledgment of your letter No. 696 of the 13th instant, forwarding a sample of cotton grown from foreign seed in the Cuttack Delta, and requesting an opinion as to its quality and value, I have to state for the information of His Honor the Lieutenant-Governor that the sample represents a very superior kind of cotton, particularly such part of it, which contains the sound kernels or seed, some of the seed or kernels seem to be worm-eaten, and the cotton surrounding them is less strong and shorter in

fibre. But the average sample consists of far superior quality to any cotton exported from any part of India.

The staple equals in length, silkiness and strength almost Egyptian cotton, which on the basis of 9¼*d* for middling Orleans, (last quoted by Reuter) would be worth in London to-day about 10¼*d*. per lb.

The price of 10¼*d*. per lb. for sale in London requires a first cost of about 31 Rupees per bazar maund in screwed bales or about Rs. 30 to Rs. 30-4 for loose.

## Cotton grown in the area irrigated by the Orissa Canals.

*From Govt of Bengal to Chamber of Commerce.*

*Calcutta, 8th March* 1873.

No. 225I to the Canal Revenue Supdt. Orissa, dated the 14th February 1873.
No. 139 from ditto ditto, dated 27th February 1873.

I am directed by the Lieutenant-Governor to forward, for the information of the Chamber of Commerce, copies of the correspondence marginally noted, and to request that you will be good enough to favor him with any information you can, respecting the commercial value and quality of the accompanying samples of cotton.

2. The cotton is largely grown in the area irrigated by the Orissa Canals and the cultivation might be considerably extended.

*From Government of Bengal to the Canal Revenue Superintendent, Orissa.*

*Calcutta, 14th February* 1873.

I am directed to request you to send up well selected specimens of the cotton grown in the delta for valuation in Calcutta, and to distinguish particularly that grown near the coast between Marsaghai and the sea from that grown further inland.

*From Canal Revenue Superintendent to Government of Bengal.*

*Dated 27th February* 1873.

In reply to your No. 225I, dated 14th February 1873, I have the honor to forward (by dâk banghy) the specimens of cotton therein called for, with a third which may be useful for comparison.

2. Each packet contains one anna's worth of cotton of the ordinary kind, fair quality, as sold at the Mofussil Hâts.

No. I packet contains 5 "*pals*" (the local weight by which cotton is sold in the Mofussil) of dry weather cotton of last year and was grown near Kendrapatna.

No. II packet contains 4 "*pals*" of cotton grown between Marsaghai and the sea in Killa Coojung, the price here being higher than it is further westward.

No. III packet Sambalpur Cotton 5 "*pals*" which is brought down by boats in the river and retailed by local dealers.

3. The cotton grown between Marsaghai and the hills finds its way, I believe, in considerable quantities both by land and sea to Calcutta. The Mahajans give advances to the cultivators on their crops, and thus it is that the local cotton retained in the Province is not enough for local consumption and has to be supplemented by Gujrat or Sambalpur Cotton.

4. Owing to the difficulties of communication along the coast, but little, if any, of the cotton grown beyond Marsaghai finds its way westward.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 29th April* 1873.

In reply to your letter No. 370 of 8th ultimo forwarding samples of cotton grown in the area irrigated by the Orissa Canals, and requesting to know their commercial value and quality, I have the honor to submit the following report for the information of His Honor the Lieutenant-Governor.

*Sample No.* 1.—Not merchantable in the state it has been handed in for classification; seems to have been gathered in an unripe state, fibre seed being coherent.

After cleaning from seed the cotton shows a quality which I should classify as nearly as good Bengal, good staple for Bengal, silky, slightly stained in color and lacking

somewhat in strength, to-day's value if perfectly free from seed and other impurities about Rs. 17 per bazaar maund.

*Sample No.* 2.—The same as above; more silky and stronger; value about Rs. 17-4 per bazaar maund if quite free from seed and impurities.

*Sample No.* 3.—The same as sample No. 1; good in color, almost fine, Bengal value about Rs. 17-8 if perfectly free from seed and other impurities.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 8th May* 1873.

With reference to your letter dated 29th ultimo, reporting on samples of cotton grown in the area irrigated by the Orissa Canals, I am directed to request the favor of your stating what such cotton would be worth in England at the time you quoted the prices for India.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 13th May* 1873.

In acknowledgment of your letter No. 676 of the 8th instant, I beg to inform you that cotton similar to the sample sent by you was sold about the end of last month at a limit of 5¾*d.* per lb. to a spinning establishment in Germany.

The above price comprised first *cost and freight* only, and that such cotton, if bought at the valuation named, would sell in London about 5½*d.* per lb. so as to cover all

costs, without any commission. I may add that such good Bengal cotton seldom reaches the London market and the quotations for it there are generally to be considered as nominal.

## COTTON GROWN IN BARASET.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 18th July,* 1873.

Letter from the Assistant Collector of Baraset No. 111, dated the 17th June 1873, addressed to the Collector of the 24-Pergunnahs.

I am directed by the Lieutenant-Governor to forward herewith samples of two species of cotton found growing in Baraset, with a brief account of these specimens by Mr. G. E. Porter, Assistant Collector of that Sub-Division, and to request that His Honor the Lieutenant-Governor may be favored with a report from the Chamber as to their respective values.

*From Assistant Collector of Baraset to the Collector of the 24-Pergunnahs.*

*Baraset, 17th June* 1873.

In continuation of my letter No. 68, dated the 15th ultimo, regarding cotton, I have the honor to forward to you by banghy dâk samples of two species of cotton found growing in Baraset by the Superintendent of the model farm.

2*nd*.—He tells me that the larger kind (Gossypeum arboreum major) grows on a tree about 20 feet high while the smaller kind (Gossypeum arboreum minor) grows on a shrub.

3*rd*.—The natives do not cultivate either of these species. The only use to which the cotton is put, as far as I have been able to learn, is to make the Brahminical thread (poita).

4*th*.—It would be interesting to find out from competent judges the quality of this mild cotton, and whether it would repay cultivation. I have told the Superintendent of model farm to collect seeds for experimental sowing.

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Memo. No. 522.

*Collector's Office*, 24-*Pergunnahs*.

*Alipore, the* 26*th June*, 1873.

Copy with the specimens forwarded to the Commissioner of the Presidency Division for information in continuation of No. 311 dated 21st ultimo. It is possible that this tree-grown cotton may be the same as that alluded to in para. 2 of Resolution on Agricultural reports dated 24th March last as growing in the Beerbhoom Jail Garden.

F. B. Peacock,

*Collector*.

Memo. No. 101 R. G.

*Commissioner's Office, Presidency Division.*

*Calcutta, July 1st* 1873.

Copy with specimen of the two species of cotton forwarded to the Government of Bengal in the Agricultural Department in continuation of this office No. 15 R. G., dated June 4th 1873.

H. ULICK BROWNE,
*Commissioner.*

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*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 26th July* 1873.

I have the honor to acknowledge the receipt of your letter No. 1855 of the 18th instant, forwarding samples of two species of cotton found growing in Baraset, and, in reply, I beg to forward for the information of Government the annexed copy of report upon them from Mr. F. Eisenlohr of Messrs. Ernsthausen and Oesterley.

*From F. Eisenlohr, Esq., to Chamber of Commerce.*

*Calcutta, 24th July* 1873.

I beg to submit herewith report on two samples of cotton.

COTTON.—*Tree Cotton.*—Described as Gossyphium Arboreum Major, fair color, short and very irregular staple; somewhat weak, if well cleaned value about $3\frac{1}{2}$ to $3\frac{3}{4}d$ per lb, say Rs. 10 to 11 per bazar maund.

COTTON.—*Tree Cotton.*—Described as Gossyphium Arboreum minor, good color, long and silky staple for Bengal; value about 5½ to 5¾*d* per lb. if well cleaned, or say from about Rs. 15 to 17 per bazar maund.

*From Government of Bengal to Chamber of Commerce.*

*Calcutta*, 31*st July* 1873.

In reply to your letter, dated 26th July, I am directed to convey the thanks of the Lieutenant-Governor to the Chamber of Commerce for the report forwarded on the properties and commercial value of the two species of cotton found growing in Baraset.

## Whether Dammer is liable to spontaneous combustion?

*From Government of India to Chamber of Commerce.*

*Simla*, 20*th August* 1873.

For several years past considerable quantities of dammer (which has always been considered a safe article) have been stored in the Allahabad Arsenal in large binns in a small godown. This godown has always been a very close and hot one, but no harm has hitherto resulted, nor have any doubts been entertained as to the safeness of storing the article in this manner, until recently when, on opening the dammer binns, it was found that they were intensely hot, and that owing to the heat, the dammer had first liquefied and then hardened into a solid mass, the temperature of which

was at the time so exceedingly high that pieces chipped off are described as having been like hot coals.

2. It is important to ascertain whether this article is, or is not, liable to spontaneous combustion, and the Governor General in Council will be glad if the Chamber of Commerce would kindly endeavour to ascertain from merchants and others who have had dealings in it, whether spontaneous combustion of dammer has ever been heard of, and, if so, under what circumstances.

*From Government of India to Chamber of Commerce.*

*Simla*, 15*th October* 1873.

I am directed to invite your attention to the letter from this office No. 969, dated 20th August last, and to state that the Government of India will be glad to be favoured with a report of the result of the enquiries the Chamber of Commerce may have made as to whether dammer is, or is not, liable to spontaneous combustion.

*From Chamber of Commerce to Government of India.*

*Calcutta*, 23*rd October* 1873.

The Committee of the Chamber of Commerce desire me to state in reply to your references of 20th August and 15th instant on the question whether dammer is liable to spontaneous combustion, that they have never heard of such a result, and that their inquiries do not lead them to apprehend that the article would ignite without the impulse of some foreign cause.

The matter, however, is of so purely a scientific character, that the Committee would suggest its submission to the judgment of the Chemical Examiner to Government, who would probably be able to satisfy you on the point, and to account for the singular circumstances attending the storage in the Allahabad Arsenal.

## Members retired.

Messrs. D. A. Smith and Co., Mr. Alfred Preston, and Mr. Wm. Becher of Gowhatty, Assam, have ceased to be Members.

## Funds of the Chamber.

The half-yearly balance of the Funds of the Chamber amounts to Rs. 1,794-10-8, exclusive of Rs. 12,000 in 4 per cent. Government Securities.

J. C. MURRAY,

*President.*

# APPENDIX.

# FUNDS OF THE CHAMBER.

*Statement of the Funds of the Bengal Chamber of Commerce from 1st May to 31st October 1873.*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| To Office Rent ... ... | Rs. | 900 | 0 | 0 | By Balance of 30th April 1873 :— | | | | | |
| „ Establishment ... ... | ... | 7,276 | 12 | 6 | Cash in Bank of Bengal | Rs. | 780 | 5 | 0 | |
| „ Charges General ... ... | ... | 4,788 | 10 | 11 | „ in hand ... | | 1,401 | 1 | 1 | |
| | | 12,965 | 7 | 5 | | | 2,181 | 6 | 1 | |
| To Balance :— | | | | | Government Paper ... | | 12,000 | 0 | 0 | |
| Cash in Bank of Bengal... | 780 | 5 | 0 | | | | | | | 14,181 6 1 |
| „ in hand ... | 1,014 | 5 | 8 | | By Subscriptions ... | | 8,654 | 0 | 0 | |
| | 1,794 | 10 | 8 | | „ Receipts from Price Current | | 3,648 | 4 | 0 | |
| Government Paper ... | 12,000 | 0 | 0 | | „ Interest for 6 months on 4 per cent. Govt. Paper for Rs. 12,000 ... | | 240 | 0 | 0 | |
| | | 13,794 | 10 | 8 | „ Arbitration Fee ... | | 32 | 0 | 0 | |
| | | | | | „ Sundries ... ... | | 4 | 8 | 0 | |
| | | | | | | | | | | 12,578 12 0 |
| | Rupees | 26,760 | 2 | 1 | | | | | | Rupees 26,760 2 1 |

CALCUTTA,
31st October 1873.

E. E.

H. W. I. WOOD,
*Secretary.*

**TONNAGE SCHEDULE** for the PORT OF CALCUTTA, adopted at a Special General Meeting of the Bengal Chamber of Commerce, held on the 12th February 1872, with effect from 1st September 1872.

☞ But on and after the 1st July 1873 the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhea, Safflower, and other articles similarly packed, shall be taken at 50 cubic feet per ton instead of 5 bales per ton not exceeding 52 cubic feet. *(Resolution of the Chamber adopted 14th June 1872.)*

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Aloes, in bags and boxes ... ... | 20 | ..... |
| Alum, in ditto ... ... | 20 | ..... |
| Aniseed, in bags ... ... | 8 | ..... |
| Arrowroot, in cases ... ... | ..... | 50 |
| Arsenic, in bags or cases ... ... | 20 | ..... |
| Asafœtida, in bags and boxes ... | 20 | ..... |
| Apparel, in boxes ... ... | ..... | 50 |
| Bark, in bags ... ... | 8 | ..... |
| Bees' Wax ... ... | 20 gross | |
| Barilla ... ... | 20 | ..... |
| Betel-nut ... ... | 20 | ..... |
| Books ... ... | ..... | 50 |
| Borax ... ... | 20 | ..... |
| Bran ... ... | 14 | ..... |
| Brimstone ... ... | 20 | ..... |
| Bullion ... ... | at per cent. | |
| Cake-lac, in bags ... ... | 16 | ..... |
| Camphor, in cases ... ... | ..... | 50 |
| Cardamoms, in robins ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Cassia, in boxes ... ... | ..... | 50 |
| ,, bags ... ... | 12 | ..... |
| Castor Seed ... ... | 15 | ..... |
| Chillies, (dry) in bags ... ... | 8 | ..... |
| China Root, in bags ... ... | 11 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Chiretta ... ... | ..... | 50 |
| Churrah ... ... | 14 | ..... |
| Cigars ... .. | ..... | 50 |
| Cloves, in bags ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Coals ... ... | 20 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Cochineal ... ... | ..... | 50 |
| Coffee, in bags ... ... | 18 | ..... |
| ,, casks ... ... | 16 | ..... |
| Coral, rough ... ... | 20 | ..... |
| Coir, loose and unscrewed ... ... | 12 | ..... |
| Copras, or Cocoanut Kernel ... ... | 14 | ..... |
| Coriander Seed ... ... | 12 | ..... |
| Cotton, in bales of 300lbs. each, 5 to the ton, not to exceed ... | ..... | 52 |
| Cowries ... ... | 20 | ..... |
| Cummin Seed ... ... | 8 | ..... |
| ,, Black ... ... | 8 | ..... |
| Cutch, in bags ... ... | 18 | ..... |
| Dates, wet ... ... | 20 | ..... |
| ,, dry ... ... | 16 | ..... |
| Dholl ... ... | 20 | ..... |
| Elephants' Teeth in bulk ... ... | 20 | ..... |
| Furniture ... ... | ..... | 50 |
| Garlic and Onions ... ... | 12 | ..... |
| Ginger ... ... | 16 | ..... |
| Gram ... ... | 20 | ..... |
| Gums, in cases ... ... | ..... | 50 |
| Gunny Bags and Gunny Cloth ... | ..... | 50 |
| Gunjah ... ... | ..... | 50 |
| Hemp, in bales of 300lbs. each, 5 to the ton, not to exceed ... | ..... | 52 |
| Hides, Buffalo, or Cow, cured ... | 14 | ..... |
| Hoofs, Horn Shavings and Tips ... | 20 | ..... |
| Horns, Cow, Buffalo, or Deer ... | 20 | ..... |
| India Rubber, in bags ... ... | 16 | ..... |
| ,, in cases ... ... | ..... | 50 |
| Indigo ... ... | ..... | 50 |
| Iron ... ... | 20 | ..... |
| Jute, in bales of 300lbs. each, 5 to the ton, not to exceed .. | ..... | 52 |
| Jute Cuttings, Ditto ... | ..... | 52 |
| Lac Dye ... ... | ..... | 50 |
| Lard ... ... | 20 gross. | |
| Linseed ... ... | 20 | ..... |
| Mace ... ... | ..... | 50 |
| Machinery ... ... | 20 | ..... |
| Metals ... ... | 20 | ..... |
| Mathie Seed ... ... | 18 | ..... |
| Mirabolams ... ... | 16 | ..... |
| Molasses ... ... | 2 puncheons or 4 hhds. | |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Mother o'Pearl, in bags ... .. | 20 | ..... |
| ,, chests ... ... | 20 | ..... |
| Munjeet ... ... | ..... | 50 |
| Mustard or Rape Seed ... ... | 20 | ..... |
| Niger Seed ... ... | 20 | ..... |
| Nutmegs, in cases or casks ... ... | ..... | 50 |
| Nux Vomica ... ... | 16 | ..... |
| Oats ... ... | 16 | ..... |
| Oil, in cases ... ... | ..... | 50 |
| ,, casks ... ... | 4 hhds. per chest | |
| Opium ... ... | 16 | ..... |
| Paddy ... ... | 16 | ..... |
| Palmatine, in bags ... ... | 20 | ..... |
| Peas ... ... | 12 | ..... |
| Pepper, Long ... ... | 14 | ..... |
| ,, Black ... ... | ..... | 50 |
| Planks and Deals ... ... | 20 | ..... |
| Poppy Seed ... ... | 10 | ..... |
| Putchuck ... ... | ..... | 50 |
| Rags ... ... | 10 | ..... |
| Raw Silk, in bales ... ... | 20 | ..... |
| Rattans for dunnage ... ... | 20 | ..... |
| Red Wood, ditto .. ... | ..... | 52 |
| Rhea, in bales, per ton of 5 bales, not exceeding ... | 20 | ..... |
| Rice ... ... | ... .. | 50 |
| Rope, in coils ... ... | 16 | ..... |
| ,, Lines and Twines, in bundles ... | 2 puncheons or 4 hhds. | |
| Rum, in casks .. ... | ..... | 52 |
| Safflower, in bales, per ton of 5 bales, not exceeding ... | ..... | 50 |
| Sago, in cases ... ... | 20 | ..... |
| Sal-amoniac, in bags ... ... | 20 gross. | |
| ,, boxes ... ... | 20 | ..... |
| Saltpetre ... ... | 20 | ..... |
| Salt ... ... | 20 | ..... |
| Sapan Wood for dunnage ... ... | ..... | 50 |
| Sealing Wax, in cases ... ... | ..... | 50 |
| Seed-lac, in cases ... ... | 16 | ..... |
| ,, bags ... ... | ..... | 50 |
| Senna ... ... | 20 | ..... |
| Shells, rough, in bags ... ... | ..... | 50 |
| Shell-lac, in cases ... ... | 16 | ..... |
| ,, bags ... ... | ..... | 50 |
| Silk Chussum ... ... | ..... | 50 |
| ,, Waste ... ... | | |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Silk Piece Goods ... ... | ..... | 50 |
| Skins ... ... | 14 | .. ... |
| Soap, country, in cases ... ... | ..... | 50 |
| ,, bags ... ... | 15 | ..... |
| ,, bar ... ... | 20 | ..... |
| Stick Lac, in cases ... ... | .. ... | 50 |
| ,, bags ... ... | 16 | ..... |
| Sugar ... ... | 20 | ..... |
| Tallow, in cases or casks ... ... | 20 | ..... |
| Talc ... ... | 20 | ..... |
| Tamarinds, in cases or casks.. ... | 20 | ..... |
| Tapioca ... ... | ..... | 50 |
| Tea ... ... | ..... | 50 |
| Teel Seed ... ... | 20 | ..... |
| Timber, round ... ... | ..... | 40 |
| ,, squared ... ... | ..... | 50 |
| Tincal ... ... | 20 | ..... |
| Tobacco, in bales ... ... | 16 | ..... |
| Tortoise Shells, in chests ... ... | ..... | 50 |
| Turmeric ... ... | 16 | ..... |
| Wheat ... ... | 20 | ..... |
| Wool ... ... | ..... | 50 |

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term "dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

*Secretary.*

CALCUTTA,
14*th June* 1872.

# SCHEDULE OF COMMISSION CHARGES,

*Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18th June 1861,—with effect from 1st January 1862.*

---

| | | | |
|---|---|---|---|
| 1. | On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... ... | 1 | per cent. |
| 2. | On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... | 2½ | ,, |
| 3. | On purchasing ditto when funds are provided by the Agent ... ... ... | 5 | |
| 4. | On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... | 5 | ,, |
| 5. | On returns for Consignments if made in produce ... | 2½ | ,, |
| 6. | On returns of Consignments if in Bills, Bullion, or Treasure ... ... ... | 1 | ,, |
| 7. | On accepting Bills against Consignments ... | 1 | ,, |
| 8. | On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... | 2½ | ,, |
| 9. | On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. | half com. | |
| 10. | On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent ... | 2½ | per cent. |
| 11. | On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other Commission is derived ... ... | 2½ | ,, |

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ per cent.
13. On *del-credere* or guaranteeing the due realization of sales ... ... ... 2½ ,,
14. On the management of Estates for Executors or Administrators ... ... 2½ ,,
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... ... 2½ ,,
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ ,,
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive 5 ,,
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings.. ... 5 ,,
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ ,,
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... ... 2½ ,,
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. 5 ,,

If Opium, Indigo, Raw Silk, or Silk Piece Goods... 2½ ,,
If Treasure, Precious Stones, or Jewellery ... 1 ,,

| | | |
|---|---|---|
| 22. | On effecting Insurances, whether on lives or property ... .. ... | ½ per cent |
| 23. | On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium ... ... ... | 2½ „ |
| 24. | On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... ... | 1 „ |
| 25. | On debts or other claims when a process at law or arbitration is incurred in claiming them ... | 2½ „ |
| | Or if recovered by such means ... ... | 5 „ |
| 26. | On Bills of Exchange returned dishonored ... | 1 „ |
| 27. | On collecting House Rent ... ... | 2½ „ |
| 28. | On ship's Disbursements ... ... | 2½ „ |
| 29. | On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... | 2½ „ |
| 30. | On granting Letters of Credit ... ... | 1 „ |
| 31. | On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another ... ... | ½ „ |
| 32. | On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value | ½ „ |
| 33. | On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. has been charged ... ... ... | ½ „ |

☞ Brokerage when paid is to be separately charged.

H. W. I. WOOD,

*Secretary.*

# MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto and Sagrandi.
Apcar and Co.
Argenti, Schilizzi and Co.
Atkinson, Tilton and Co.
Atkinson, John and Co.
Ashburner and Co.
Anderson Wright and Co.
Balmer, Lawrie and Co.
Barlow and Co.
Begg, Dunlop and Co.
Blacker, G. M.
Borradaile, Schiller and Co.
Buskin, E. G.
Camin, Lamouroux and Co.
Carlisles Nephews and Co.
Colvin, Cowie and Co.
Crooke, Rome and Co.
Cox, Henry S.
Cohn Brothers and Co.
DeSouza, Thos. and Co.
Dwarkanath Dutt and Co.
Ede and Hobson.
Ernsthausen and Oesterley.
Ewing and Co.
Elliott, John and Co.
Ezra, E. D. I.
Fergusson, J. H. and Co.
Findlay, Hoyes and Co.
Feilmann, Maurice and Co.
Finlay, Muir and Co.
Gisborne and Co.
Graf and Banziger.
Graham and Co.
Grindlay and Co.
Gubbay, Elias S.
Henderson, George and Co.
Heilgers, F. W. and Co.
Hoare, Miller and Co.
Huber and Co.
Jardine, Skinner and Co.
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
Kerr, Tarruck and Co.
Langdon, W. A. N., *Offg. Manager, Delhi and London Bank, Limited.*
Lovell, H. P., *Supdt., P. & O. Steam Navigation Company.*
Mackillican, J. and Co.
Macallister, R. and Co.
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macneill and Co.
Macknight, Anderson and Co.
Moran, W. and Co.
Manockjee Rustomjee.
Morriss, E., *Agent, Hong-Kong and Shanghai Banking Corporation.*
Pearce, Macrae and Co.
Playfair, Duncan and Co.
Petrocochino Brothers.
Peel, Jacob and Co.
Prestage, F., *Agent of the Eastern Bengal Railway Company.*
Prawnkissen Law and Co.
Ralli Brothers.
Ralli and Mavrojani.
Robert and Charriol.
Rentiers and Co.
Robinson, S. H.
Reid, J. M., *Agent, Chartered Mercantile Bank of India, London, and China.*
Renaud, A., *Manager, Comptoir D'Escompte de Paris.*
Rowe, T., *Offg. Manager, Agra Bank, Limited.*
Steel, McIntosh and Co.
Schlaepfer, Putz and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Sassoon, David and Co.
Shaw, D. T. and Co.
Sandeman, R. H., *Offg. Manager, National Bank of India.*
Stokes, Coleman and Co.
Scrymgeour, J. S., *Agent, Oriental Bank Corporation*
Thomas, J. and Co.
Turner, Morrison and Co.
Toulmin, L. W. and Co.
Tamvaco and Co.
Tambaci, Paul and Co.
Ullmann, Hirschhorn and Co.
Weinholt Brothers.
Whyte, G. A., *Agent, Chartered Bank of India, Australia and China.*
Whitney Brothers and Co.
Williamson Brothers and Co.
Wiseman, Mitchell, Reid and Co.
Wills, Edmands and Co.
Wolff, Wilmans and Co.
Yule, Andrew and Co.

## MOFUSSIL MEMBERS.

Hamilton, Brown and Co.—*Mirzapore.*

# RULES AND REGULATIONS

OF THE

# BENGAL CHAMBER OF COMMERCE.

*First* .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

*Second*.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

*Third*.....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

*Fourth*....That candidates for admission as mem-

bers of the Chamber shall be proposed and seconded by two members, and may be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

*Fifth*.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

*Sixth* ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

*Seventh*... That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of a President and Vice-President and five Members, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Four to form a quorum.

*Eighth....* Annual elections of President, Vice-President, and members of the Committee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so au thenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

*Ninth...* That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

*Tenth...* Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

*Eleventh.* That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

*Twelfth.* That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

*Thirteenth.* That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

*Fourteenth.* That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

*Fifteenth.* That General Meetings of the Chamber shall be held at such times as the Committee may consider convenient for the despatch of business.

*Sixteenth.* That any number of members present shall be held to constitute a General Meet-

ing, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

*Seventeenth.* That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.

*Eighteenth.* That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

*Nineteenth.* That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

*Twentieth.* That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

*Twenty-first.* That the Chamber reserves to itself the right of expelling any of its members; such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

*Twenty-second.* That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

*Twenty-third...* That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

*Cones and Co., No. 19, Loll Bazar.*

# REPORT

OF

# THE COMMITTEE

OF THE

# BENGAL CHAMBER OF COMMERCE.

From 1st November 1873 to 30th April 1874.

Calcutta:

PRINTED BY JONES & CO., No. 19, LOLL BAZAR.

1874.

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*Proceedings of the half-yearly General Meeting of the Bengal Chamber of Commerce held on Saturday, the 30th May* 1874.

---

The Hon'ble B. D. COLVIN, *President, in the Chair.*

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The advertisement convening the meeting having been read by the Secretary,

The Chairman addressing the members present said :—Gentlemen,—Before offering any remarks on the subjects referred to in your Committee's report, I wish to express to you my sense of the honor conferred upon me in being selected to fill the responsible position of President of the Chamber, on the occasion of the departure to England of my friend Mr. H. H. Sutherland. I accepted the office with considerable diffidence, as, although I take a great interest in general in commercial questions, I cannot lay claim to the experience and judgment of many of my friends here. I must also ask you to bear in mind that having only recently joined the Executive of the Chamber, I am not so entirely conversant with all the matters which have come before the Committee as I should wish, and I trust you will forgive my shortcomings in this respect.

I now pass on to touch upon some of the points which have occupied the attention of the Committee during the past six months.

Budget.—As stated in the Committee's report, they have not had occasion to address the Government regarding the budget, and it would scarcely be necessary for me to say anything on the subject, were it not that the general condition of the imperial finances has always a more or less direct bearing upon the trade of the country, and it is desirable to keep in view, from year to year, in what manner our commerce is affected by the mode in which the revenues and expenditure of the country are dealt with. It has been the lot of more than one former President to have to criticise the administration of the finances of India, but it is my more pleasing task to express what I believe to be the general feeling among you that the budget for the present year is one that is worthy of the Government of India, and deals on safe and sound principles with the resources at their command, not only in respect to the ordinary ways and means, but also to the exceptional crisis which has arisen and caused an unexpected expenditure of between six and seven millions sterling. It is neither my place nor my purpose to enter into any general discussion as to the policy of Government in connection with the famine, but I would

say in respect to the Viceroy's decision not to interfere with the exportation of rice,—a decision which has been much called in question in various quarters, especially in England—that, although at the time it appeared doubtful what the consequences might be, and strong arguments were brought forward in support of the prohibition, it is now generally acknowledged that His Excellency exercised a right and correct judgment in the matter, and many of those who at first took the opposite view will admit that subsequent events have established the soundness of the reasons given by Lord Northbrook for his determination.

I would also say in respect to the extraordinary famine expenditure that the policy of providing for it by loan instead of by extra taxation is one which we must approve. It is true that the drain on the treasury balances in the meantime was a source of no small embarrassment to the trade of the country, enhanced in some degree by the great uncertainty as to its extent and duration, and as to the means which would be adopted to replenish the diminished reserves.

And this brings me to the second subject noticed in the report, which, though headed *Government rice purchases*, deals with their general operations in connection with the famine as affecting trade. You are all aware how many differ-

ent opinions were entertained, and how many conflicting statements published, on this subject, and your Committee thought it advisable to urge upon Government greater publicity in regard to their proceedings. His Excellency the Viceroy was pleased to express his concurrence in the opinion as to the desirability of such publicity, and to direct the communication to the Chamber of all information of importance affecting the mercantile interests. The Committee trust that their action in this matter will be approved.

Labor Districts Emigration Bill.—Regarding this Act I need only say that as I was a member of the Bengal Council from its introduction to its passing, and served on the Select Committee on the Bill, I can conscientiously endorse the remarks quoted in the report as to the very full and careful consideration which the subject received, and I am sure that the recommendations of the Special Committee of the Chamber were of great service in deciding many points of detail. Experience alone can show how far the Act will be found an improvement on the previous law, but I fear that in respect to *sirdar* recruiting it has already proved rather a check than an encouragement to that system. I think, however, we may anticipate that the bill will serve to set legislation on the subject at rest for some time.

PORT TRUST.—Under this head will be found a representation to the Government of Bengal as to the extension of the powers of the Port Commissioners to the Sandheads, and as to the need and justice of a contribution from imperial funds to the expenses of the port, instead of charging the whole of those expenses on shipping and commerce. No definite action appears to have been taken in the matter, but it is one which I would commend to the attention of the Committee that may be elected to-day as being of urgent importance in itself, and also as closely connected with the condition of the Pilot Service. We have received a letter from a well-known member of that service, forwarding copy of a resolution of the Government of Bengal, which has not, however, been officially communicated to the Chamber. This resolution, after referring to certain recommendations of the Committee appointed to consider this question, and of which Committee my friend Mr. Murray was a member, proceeds to state that it is necessary to make a deduction of 15 per cent. from the present pilotage receipts and to raise the port charges in order to meet the port expenditure, on which there has hitherto been a considerable deficit. It appears to the Committee that this reduction is neither consistent with the general efficiency of the service nor with fairness to its individual members, and I am

quite sure that the charges on shipping in the port are fully heavy already.

While on this subject I would draw the attention of members to the Bill for amending and consolidating the various Port Acts which has been introduced into the Legislative Council of the Government of India, and, as I am a member of the Select Committee on the Bill, I would invite the suggestion of those who are especially interested in the subject.

The next two or three matters noticed in the report are also connected with the arrangements of the port; but as they are merely the answers of your Committee to questions submitted for their opinion, and these replies speak for themselves, it is not necessary to draw special attention to them.

CUSTOMS TARIFF.—The question of the revision of the Customs Tariff remains in abeyance, pending a reply from Government to the Chamber's letter of 20th August last. Your Committee have been unwilling to press for prompt replies on this and other matters while graver and more urgent questions have necessarily engrossed a great part of the time and attention of the local Government, but

the Committee believe that the defects in the Customs Act and Tariff are sufficiently conspicuous to require early amendments, and the subject will no doubt receive the attention of your future Executive. The Committee believe that you will endorse their action in abstaining from entering into the question raised by the Manchester Chamber of Commerce as to the abolition of the Customs duties on cotton goods.

Doorga Pooja Holidays.—In conformity with the resolution carried at the general meeting in November last, your Committee addressed the Government of Bengal on the subject of the reduction of the Doorga Pooja holidays. No reply has been received, and, with every respect for the advocates of that reduction, I may be allowed to say that I shall personally be quite content if the letter remains in the pigeon-hole where it may now be supposed to rest.

Tonnage Schedule.—I now come to a ground upon which I almost fear to tread, and I think my safest course would be to steer clear altogether of the tonnage schedule. I may, however, remind you of the present position of the matter, which is this; at the last general meeting a resolution was carried by a large majority, adopting in principle the recommenda-

tion of the sub-committee on this subject, but deferring any definite resolution upon it for four months in the hope that by that time those who previously took their stand on opposite sides of the dividing line of special interest might then meet on common ground, and agree upon some such compromise as is contained in the scheme then proposed. Whether there is any chance of such a happy result I am not able to say, though I learn that negotiations are in progress in England with the view of bringing it about; the Committee have in the meantime thought that it is not for them, but for the general body of members, to take the next step in the matter. My own opinion is that the scheme then suggested, though perhaps susceptible of amendment, rested on a basis of fairness to both sides and of feasibility in operation, and these seem to me to be the only essential conditions of such a scheme, and those to which consideration may, I think, be confined in future.

TELEGRAPH.—The defective working of the telegraph line to Rangoon was the subject of a representation to the department; and improvement has since been noticed. The Committee have also had a long correspondence with the same department on two important subjects: firstly, with regard to the adoption of *Webster's Dictionary* as the standard

in respect to compound words; that highly respectable but antiquated authority having a habit of inserting hyphens between nearly every available syllable, very many ordinary words of two syllables became compound words, and were charged double accordingly, and the new rule was consequently found to be arbitrary and objectionable in the extreme. The Director General explained that the rule was framed to prevent unreasonable and extraordinary combinations only, and has since modified it to meet that purpose.

The second subject on which your Committee have had occasion to address the telegraph administration relates to the rejection of certain code-messages under departmental rules which came in force on the 1st instant, without previous notice to the public. Under these rules several messages, of which examples are given in the correspondence, of the same class as had hitherto been accepted as code-telegrams, that is to say, consisting of words or figures of preconcerted meaning, were declared to be inadmissible under that head in terms of the Convention, and to be of the cipher class, and liable to a double charge. You will observe from the letter of the Director General that these new restrictions were considered necessary in consequence of the very complicated character of some of the codes employed and the

puzzling combinations of words of different languages, and of figures, and so on. Though the Committee differed in some degree from the Director-General as to the interpretation of the Convention, they thought it better to confine their representation to a request for sufficient notice of any such important changes in the rules to enable the question to be referred home, and to give time for new codes to be prepared, if necessary; and in the mean time action under the new rules has been suspended. It may be, and in fact is, I think, the case that some codes now in use are open to the objection urged by the Director General, but it is only reasonable that ample time should be allowed to amend them.

Having now noticed the chief subjects mentioned in the Committee's report I will proceed to advert to one or two other matters of interest: first, with regard to the Hooghly Bridge. The Committee have been favoured by Mr. Leslie with a short report of the progress of the work, in which he states that he anticipates that it will be open for traffic in September next, the recent accident having delayed completion for about two months

"All the Pontoons of the West half of the Bridge as far "as the central opening for shipping are now permanently "moored in place, and the superstructure with roadway "platform erected upon them complete, with the exception

"of the adjusting way connecting this portion of the bridge "with the Howrah abutment.

"On the Calcutta side the pontoons of the adjusting "ways only are permanently moored in place, two other "sections are erected and temporarily moored and a third "in process of erection ; the materials for all the remain- "ing portions of the Bridge including those damaged by "the late accident are in progress.

"It is expected that the bridge will be completed and "ready for traffic in September next.

"Before the accident 220 feet of the Bridge on the Cal- "cutta side was fixed in place, and at the rate of progress "then attained, the Bridge would have been ready some "time in June, the delay due to the accident may therefore "be reckoned at three or four months."

Next with regard to the completion of the surveys and charts of the Indian coasts. I learn that Captain A. D. Taylor, of the Indian Navy, has been assisting the Government in the preparation of a scheme which is now under consideration. Captain Taylor has also shown the Committee a copy of the Indian sailing directory, which he has been editing and which is likely to become a standard work.

There are one or two, what I may call, outstanding subjects, such as those of Octroi Duties,

which, owing to various changes in the Executive, have not perhaps been taken up quite so continuously as I could wish, but with which the new Committee will no doubt deal.

I think that I have dwelt on all the subjects mentioned in the report, and will now move "*that the Report of the Committee of the Bengal Chamber of Commerce for the half-year ended 30th April* 1874 *be received.*"

The resolution was seconded by Mr. T. A. Vlasto, and carried.

It was then proposed by the Hon'ble F. G. Eldridge, seconded by Mr. F. Eisenlohr, and carried,—"*that the Committee's conditional election of Mr. H. F. Wilson and Messrs Reinhold & Co., as Members of the Bengal Chamber of Commerce, be confirmed.*"

Mr. J. Y. Macknight moved—"*that the Committee's conditional election of the Honorable B. D. Colvin and Mr. Andrew Yule as Members of the Committee, in the room of Mr. William Craik and Mr. William Duncan, proceeded to Europe, be confirmed.*"

The resolution was seconded by Mr. A. B. Struthers, and carried.

It was proposed by Mr. A. B. Inglis, seconded by Mr. Evan A. Jack, and carried—"*that the cordial thanks of the Chamber of Commerce be given to the Committee for their services during the past half-year.*"

Messrs E. Elliott and A. M. Clark having examined the voting cards for the election of a Committee for the current year recorded the result in the return of the following Members :—

The Hon'ble B. D. Colvin, *President*, the Hon'ble F. G. Eldridge, *Vice-President*, Messrs. F. Eisenlohr, T. A. Vlasto, Andrew Yule, T. A. Apcar, and G. M. Struthers, *Members.*

Mr. Colvin thanked the members for re-electing him President, and had only to say that he hoped he might prove himself worthy of the honor.

The meeting then terminated.

H. W. I. WOOD,
*Secretary.*

# BENGAL CHAMBER OF COMMERCE.

## Report of the Committee for the half-year ended 30th April 1874.

THE Committee have the pleasure to submit their Report on the principal questions which have come under their consideration during the past half-year.

### The Financial Statement for 1874-75.

ALTHOUGH the Budget has not formed the subject of any communication between the Government of India and the Committee of the Chamber, it appears to the latter desirable to include in their report the financial resolution which accompanied the publication of the annual statement of accounts. The Committee believe that these accounts have been received with general satisfaction by the commercial community, as confirming the conviction expressed in the statement for the previous year that the normal revenue of the country is now more than sufficient to meet all ordinary expenditure; and the estimates for the year 1874-75 appear to afford sufficient ground for looking forward with confidence to the recurrence of a moderate surplus.

The Committee are also of opinion that the manner in which the extraordinary expenditure rendered necessary by the famine has been provided (although it has caused a considerable temporary pressure upon commercial resources) has been judicious and statesman-like ; and the avoidance, under such exceptional circumstances, of any fresh measure of taxation is a ground of special satisfaction.

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No. 2666, dated 23rd April 1874.

Resolution by the Government of India, Financial Department.

READ—

The Budget estimates of revenue and expenditure and receipts and disbursements during 1874-75.

RESOLUTION—A statement in explanation of the accounts of the year 1872-73, of the regular estimates of the year 1873-74, and of the budget estimates of the present year, accompanies this resolution.

2. The Governor General in Council regrets that the Hon'ble Sir Richard Temple has been unable to prepare the financial statement himself, but the Government of India have had the advantage of his valuable advice and assistance in arriving at their conclusions upon the financial measures of the year.

3. The accounts of the year 1872-73 show a surplus of income over ordinary expenditure of £1,763,878. The particulars in which the accounts vary from the regular estimates are described in the statements and call for no special notice.

4. The regular estimates for the year 1873-74, notwithstanding the loss of half a million sterling to the revenues caused by the expiry of the Income Tax Act, show a surplus of income over ordinary expenditure of £1,818,700. This result is apart from the expenditure caused by the famine, which will be subsequently noticed.

5. Explanations of the different items of revenue and expenditure are given in the statement. The analysis affords every reason for satisfaction.

The excess of the net revenue from opium over the budget estimate shows that the wise policy pursued during late years of taking a very moderate estimate of the revenue derived from opium has been maintained.

The ordinary sources of income have been fully sustained, excepting the land revenue, which has been slightly affected by bad seasons.

The civil expenditure has been estimated with remarkable accuracy. The only item which shows an unexpected increase is that of "loss by exchange."

The net expenditure upon the army is expected to be £14,306,000, being the lowest amount for any year since 1863-64.

The net charge on account of the guaranteed railways shows a substantial diminution.

6. The expenditure upon reproductive, or as they are termed in the accounts "extraordinary," public works in the year 1873-74 is estimated to amount to £3,541,000 and the loans to Municipalities, &c., to £539,300.

7. It will be convenient to recapitulate the principles by which the Government of India are guided in regard to the provision to be made for "extraordinary" public works and loans to the Municipalities, &c., for works of improvement.

In the year 1869 it was determined to draw for the future a stricter line between public works to be paid for out of income and by borrowing, and that only such irrigation works as were expected, after careful examination, to yield a fair direct cash return to the treasury, and State railways within certain limits, should be classed as extraordinary, and, if necessary, provided for by loan.

Act XXIV of 1871 authorised Government to make loans to Corporate Bodies and Municipalities for certain purposes on the security of local or municipal funds.

In the financial years 1869-70, 1870-71 and 1871-72 funds were borrowed by the Government for these two purposes. Up to the end of the year 1872-73 the whole net sum borrowed was £10,872,551, to which is to be added recoveries from Municipalities, &c., amounting to £361,799, so that the total receipts amounted to £11,234,350.

Up to the end of the year 1872-73, there had been expended upon 'extraordinary' public works £7,580,433, and lent to Municipalities, &c., £3,699,748, making a total expenditure of £11,280,181.

Thus the sums disbursed by Government upon those objects from the year 1869-70 to the end of the year 1872-73 exceeded the sums received by £45,831.

8. Therefore, if the condition of the finances had made it necessary, the sum required for extraordinary public works and loans during the year 1873-74 might with perfect propriety have been borrowed during that year, but (as explained by Sir Richard Temple in his financial statement of last year) the condition of the finances was such that it was not necessary to have recourse to borrowing.

9. The cash balances at the end of the year 1873-74 would have stood at 20¼ millions sterling, or about 3 millions more than the budget estimate, had not the famine thrown a serious and unexpected charge upon the resources of the year.

10. The Government of India became aware, at the end of last October, that the failure of the rains had destroyed the food-supplies of large and populous tracts of country, and they at once determined (to quote the words of the Viceroy's despatch to the Duke of Argyll of the 7th of November) not to shrink "from using every available means at whatever cost, to prevent, so far as they could, any loss of the lives of Her Majesty's subjects in consequence of the calamity."

In carrying this determination into effect, they have received the cordial support of Her Majesty's late and present Governments.

11. The best estimate that can be formed of the net expenditure for famine relief will be found in the statement, and amounts, in all, to £6,500,000. A large part of the original outlay will consist in the purchase and transport of grain, and it has been a matter of some difficulty to determine how this should appear in the estimates and accounts.

On the whole, it has been considered most convenient to include the expenditure consequent on the famine among the ordinary charges of the year in which it may be incurred under a distinct heading in the accounts.

As a great part of the expenditure for the purchase and transport of grain has been met during the year 1873-74, while there have been few, if any, recoveries during that year, the net expenditure on account of the famine must be distributed between the two years, for the purpose of the estimates and accounts, into £3,920,000 for 1873-74 and £2,580,000 for 1874-75. It must be remembered, however, that, in fact, the principal part of the actual relief operations will be carried on in the latter year, and, therefore in order to present an accurate view of the whole transactions, the finance of the two years must be taken together.

12. After the expenditure on account of the famine has been added to the ordinary expenditure of the year, there will be a deficit of £2,101,300.

13. The total cash outlay during the year 1873-74 on account of the famine, adding advances for loans to the net expenditure, is estimated at £4,107,000. This sum has been provided out of the surplus of the year and the cash balances, with the assistance of £350,000 derived from the sale of certain securities, in which part of the surplus cash balances were temporarily invested at the beginning of the year 1872.

Notwithstanding this large and unexpected outlay on account of the famine, the cash balances are expected to amount, at the end of the year 1873-74, to £16,143,838,

or only £920,730 less than was anticipated by the budget estimate.

14. It was stated in the resolution of the Government of India in the Financial Department of the 28th of March 1873, "that the estimates for the year 1873-74 had been framed with caution; that the state of the cash balances prevented any risk of financial difficulty during the year; and that the general condition of the finances was satisfactory."

The regurlar estimates show that these anticipations have been fully realised under circumstances of no common difficulty.

15. The budget estimates for the year 1874-75 have been framed, as usual, with great care. Apart from the famine expenditure they exhibit a surplus of income over ordinary expenditure of £1,192,000.

16. The explanations of the several items of revenue and expenditure given in the statement are, on the whole, satisfactory. The opium estimate has again been cautiously made, and the total revenue has been estimated at half a million sterling less than the regular estimate of 1873-74.

Although attention has been paid to the necessity of checking all increase of expenditure at a time when a large extra charge has to be met on account of the famine, provision has been made for the constitution of the Chief Commissionership of Assam, and for strengthening the administration in the Punjab and British Burmah; an addition has also been made to the grant for irrigation

works (ordinary), in order that profitable expenditure upon many works, which cannot properly be classed as 'extraordinary', may not be deferred.

The loan operations of the year will considerably diminish the item "loss by exchange;" but this relief is only temporary.

17. After making all due allowances, however, there remains, apart from the famine, a considerable surplus of income over ordinary expenditure, based upon cautious estimates.

18. This bears out the opinion expressed in the Financial resolution of 18th March 1873, that no additional taxation was required for the purpose of maintaining the finances of India in a sound and satisfactory condition.

19. After the expenditure on account of the famine has been added to the ordinary expenditure of the year, there will be a deficit of £1,388,000.

20. It was explained in the resolution in the Public Works Department of the 18th of July last that the Government of India were prepared to proceed with 'extraordinary' public works, at the rate of 4½ millions sterling a year for the five years ending with 1877-78, out of funds to be raised, if necessary, by loan ; and that, according to the best estimate that could be formed, this might be done without imposing any additional annual charge upon the revenues of India on account of guaranteed railways, State railways, and extraordinary public works.

In accordance with this programme, provision has been

made for the expenditure of £4,563,000 upon 'extraordinary' public works during the year 1874-75.

21. The cash balances at the beginning of the year 1874-75 are estimated at £16,143,838. A sum of 4½ millions sterling has to be provided for reproductive public works and half a million is required to meet loans to Municipalities and other loans under Acts of the Legislature.

There will, therefore, be, in the year 1874-75, a sum of five millions sterling which, according to the principle explained in the 7th paragraph of this resolution, can legitimately be raised by loan. To this must be added a sum of 1½ millions, in order to meet the withdrawals during the year of part of the capital standing in the Government books to the credit of the guaranteed railway companies, and two millions for the purpose of meeting the deficit caused by expenditure and advances on account of the famine and of making a slight increase in the cash balances.

Thus the total sum to be raised by loan during the year 1874-75 is, according to the information now in the possession of the Government, estimated at 8½ millions sterling.

22. Her Majesty's Government have obtained authority from Parliament to raise a sum not exceeding £10,000,000 in England on behalf of the Government of India. £5,000,000 of that sum have been called up and this will provide for the requirements during the early part of the year. A sum of £860,000 will be received on loan under the arrangements entered into with the Maharajahs of Gwalior and Indore for the construction of railways through their Highnesses' territories. The remaining sum of about 2¾ millions sterling, or such portion

of it as may, as the year proceeds, be found necessary, will be raised hereafter in England or India as may be most advisable in the then condition of the money market.

23. The drafts of the Secretary of State upon the Indian treasuries have been reduced in the month of April to 40 lakhs of rupees at each periodical drawing. They will be still further reduced to 20 lakhs on and after the first drawing in May until further notice.

The Government regret that circumstances have prevented an earlier announcement of the measures in regard to the loans and the drafts upon the Indian treasuries.

24. The cash balance at the end of the year 1874-75 is estimated at £16,541,338.

25. From a review of the estimates of the years 1873-74 and 1874-75, taken together, it will be seen that in round numbers—the surplus of income over ordinary expenditure is expected to be 3 millions sterling; the net expenditure on account of the Bengal famine is estimated at 6½ millions; after adding the cost of the famine to the ordinary expenditure, there will be a deficiency of 3½ millions; there will be expended upon 'extraordinary' public works and upon loans to Municipalities, &c., 9 millions; and that it is intended to raise by loan the sum of 8½ millions.

26. The sum to be borrowed does not equal the sum which will be spent in the two years 1873-74 and 1874-75 upon 'extraordinary,' public works and loans to Municipalities, for which purposes the Government of India were justified in borrowing money if necessary.

The condition of the finances has been so strong that an expenditure of 6½ millions sterling on account of the famine will be borne out of the surplus of income over ordinary expenditure, and out of the cash balances, which stood very high, mainly in consequence of the large surpluses of income over ordinary expenditure in the three preceding years.

27. His Excellency in Council regrets that the necessities of the State in obliging the Government largely and rapidly to reduce their balances in the Presidency Banks have tended to produce considerable tightness in the money market, which was increased by the great demand for silver to meet the transactions of Government and of the trade for the purchase of grain. The general condition of trade has, however, been sound, and the Government are gratified to believe that nothing more than a temporary inconvenience has been occasioned by the large and exceptional financial transactions of the State during the last six months.

28. The Government of India are anxious to avoid the imposition of fresh taxes and any disturbance of the present financial arrangements of the country, and it is with particular satisfaction that they arrived at the conclusion that, notwithstanding the large and unexpected demand upon the resources of the State, no increase of taxation is necessary.

29. The large amount of the estimated expenditure on account of the famine, and the principles which have guided the Government of India in dealing with the calamity make it necessary to examine whether, although upon the present occasion the charge can legitimately be

met without fresh taxation, it will be safe to rely upon the present resources of India for the purpose of meeting future demands of the same kind.

30. If the occurrence of serious deficiencies in the food-supplies of the people in parts of British India depended upon causes so rare as the potato disease which produced the Irish famine of 1846-47, it would be sufficient to say that the expense of meeting such visitations should not be borne by one generation, but, in accordance with the course adopted by the Imperial Government in dealing with the Irish famine, the necessary funds might legitimately be raised by loan if the ordinary resources of the State should prove insufficient.

31. Unfortunately, however, drought, which is the cause of all serious and extensive famines in India, cannot be regarded as an extraordinary visitation. Within the last ten years there have occurred, in the year 1866, a drought very similar to that of last year, which occasioned what is termed the Orissa famine; in the years 1868 and 1869 a failure of rain in the North-Western Provinces and Rajpootana, which occasioned great distress over a considerable tract of country, and severe famine in Ajmeer and Marwar; and, lastly, in the year 1873, a failure of the autumn rains in Behar and parts of Bengal, which has produced the present famine.

32. Such being the facts with which the Government of India have to deal, it would not be safe to depend upon loans for the purpose of meeting future charges on account of famines. Although means have been taken and will be taken to obviate or mitigate those calamities, some such

charges must, for a time at least, be looked upon as contingencies to be expected to recur with more or less regularity.

33. It is necessary, therefore, that besides a fair surplus of income over ordinary expenditure, such a margin should be provided in addition in ordinary times as shall constitute a reasonable provision for meeting occasional expenditure upon famines. If the surplus be employed in the reduction of debt, in the construction of reproductive public works, or remain in the cash balances, the expense caused by future droughts may fairly be met by appropriations from cash balances, or by loan, to the full extent of the accumulations of surplus.

34. This condition of things has existed in India during the last four years, and the Government of India are resolved to use their best endeavours to maintain for the future a considerable surplus of income over ordinary expenditure, and thus to make provision beforehand for any calls which are likely to arise on account of famines.

35. But there remains the further and more important consideration whether the disastrous effect of periodical failures of rain may not be mitigated, and to a great extent obviated, by the extension of irrigation works and of railways, or other means of communication.

36. This subject has constantly received the attention of the Government of India. Already a vast area of country has been rendered secure from the effects of a failure of rain by the irrigation works which have been originated or renewed by the British Government. Had it not been for the large expenditure upon the construction of the guaranteed railways, it would have been physically

impossible to have taken adequate precautions to preserve the lives of the people in Behar.

37. In the forecast of expenditure upon reproductive public works published in July last, it was announced that 2,700 miles of railway and irrigation works calculated to secure from liability to drought 50,000 square miles of country would be constructed during the five years ending with 1877-78 at a cost of 22½ millions sterling. This programme is sufficient to show that before the occurrence of the drought of the last year, the Government of India were fully alive to the necessity of a vigorous prosecution of such works.

38. A general review is now being made of the position of the whole of Her Majesty's dominions in India as regards liability to famine from the want either of works of irrigation or of means of communication. It will be the duty of the Government to consider how far it may be desirable to accelerate the construction of reproductive public works, and if so, how the necessary funds shall be provided.

It is sufficient now to observe that a scheme of irrigation has been commenced which will give security to some of the portions of North Behar which are most liable to suffer from a failure of rain, and that surveys are being made of the tract of the country which extends between the Gunduck and the Kussi rivers with the view of ascertaining the best lines of railway communication.

39. There will be found in the statements some interesting statistics and observations relating to the system of provincial services, and to provincial, municipal, and local

taxation, receipts, and expenditure. The Government of India propose to take a separate opportunity of reviewing the information which has been collected upon these important subjects.

40. It has for a second time occurred that no legislative measure will be introduced in connection with the budget, and, as explained last year, it would, therefore, be in contravention of the Indian Councils Act, 1861, that a financial statement should be made in the Council of the Governor General for the purpose of making laws and regulations.

Ordered—that this resolution, together with the statement and the budget estimates for the year 1874-75, be published in the *Gazette of India* for general information, and that the separate orders passed by the Government of India upon the estimates of the local Governments and heads of departments be communicated to them.

By order of His Excellency the Viceroy and Governor General in Council.

## PURCHASE OF RICE BY GOVERNMENT.

THE great uncertainty which prevailed a few weeks ago as to the extent and character of the measures of the Government of India in connection with the famine, and the many conflicting statements published in various quarters on the subject, appeared to the Committee to be adding to the monetary pressure caused by the heavy reduction of the Treasury balances, and to be the occasion

of frequent and embarrassing financial fluctuations, and they believed that some relief would be afforded by endeavouring to obtain more precise information as to those operations of Government which directly affected trade; they therefore took the opportunity of making the representation contained in the letter printed below, which was promptly responded to, and has led to the publication of various official papers on the subject which the Committee believe have been of considerable service to the mercantile community.

*Chamber of Commerce to Government of India.*

*Calcutta, 28th March* 1874.

The President and Committee of the Chamber of Commerce desire me to request you will take the earliest opportunity of submitting for the consideration of His Excellency the Governor General in Council the following representation, which they have been induced to make in consequence of a statement contained in the *Friend of India* of the 26th instant, and repeated in the *Englishman* and *Daily News* of the 27th idem, —to the effect that a fresh purchase of 80,000 tons of rice from Burmah had been ordered by Government, in addition to the supplies previously arranged for and amounting, according to the official estimates, published in the *Gazette of India* of 31st January last, to 340,000 tons, at a first cost of about 3 millions sterling.

2. The immediate result of this statement was to give rise to the expectation that further withdrawals of

bullion to the extent of 50 or 60 lacs for the purchase named would be at once required, as well as to cause apprehensions that the official estimates of the supplies of grain needed in the districts of scarcity have now been proved to be inadequate.

3. Looking at the matter purely from a commercial point of view the Committee of the Chamber of Commerce respectfully submit that the heavy drain on the Treasury balances for the payment of the rice purchased by Government has already caused a very severe strain upon commercial resources, and such as might have led to grave results had it come, as suddenly as it has, upon an active or inflated state of trade instead of (as has actually been the case) upon an extremely curtailed condition of business, both export and import. This strain is evidenced not only by the frequent and rapid advances in the rates of interest, but also by the fact that the value of money and of Government Securities as well as the rates of sterling exchange are now extremely sensitive and subject to great fluctuations according to every report that is circulated in respect to the financial measures and requirements of Government.

4. As an instance of the character of the prevailing rumours affecting the value of Government Securities, the Committee of the Chamber may mention that it has been generally stated and believed in the bazar during the last two days that a loan of 2 crores of rupees is about to be issued here shortly in addition to the amount now being raised in England, and that when the Famine Loan was first announced by telegrams from London the uncertainty as to its extent and nature and as to the

manner in which the funds would be made available in this country caused a sudden fall of 2 per cent in the price of Government Paper and a similar rise in sterling exchange, which have both been greatly modified by the official announcement that the probable sum required would not exceed 3 millions, and that the Secretary of State's drawings would only be reduced to 80 lacs a month, and the Committee of the Chamber are of opinion that it would have been well to have published in the *Gazette of India* a Financial Resolution to this effect, immediately the action of Government had been decided and approved by the Secretary of State, and trust that this course may be adopted in any future like transaction.

5. These considerations have led the Committee of the Chamber of Commerce to venture to enquire, for the satisfaction of the general mercantile community, whether the statement in question was in any way officially authorised or substantially correct, and whether any further large remittances to Burmah for rice purchases will be required to be made. The Committee fully recognize the necessity for the secret action of Government in respect to their rice purchases in the first instance, though they venture to think that the financial pressure caused by these transactions would have been less severe and more readily met by importations of bullion if the extent and period of the Government requirements had been made known sooner, and more precisely, to the banking and mercantile community.

6. Perhaps it would be beyond the province of the Committee of this Chamber to express their conviction that on grounds of public policy, as well as of the inter-

ests of the community whom they represent, it would be desirable to check, as far as possible, the circulation of the unauthorised statements which have been made both here and in England regarding the action of Government in connection with the famine, by means of the publication, from time to time, of such official papers on the subject as His Excellency in Council may see fit; but at any rate they trust they will be excused for soliciting for the future such information regarding the matter as is likely to affect the mercantile interest in any serious degree whenever it can be communicated to them without detriment to the general welfare.

*Government of India to Chamber of Commerce.*

*Calcutta, 2nd April* 1874.

I am directed by His Excellency the Governor General in Council to acknowledge the receipt of your letter of the 28th ultimo.

2. In reply I am directed to say that the statement which you inform me appeared in the *Friend of India* of the 26th March to the effect that a fresh purchase of 80,000 tons of rice had been ordered from Burmah had no official authority. It must have been based upon private information received of orders given some time ago by the Government of India.

3. In the despatch of the 30th January, to which you allude in the 1st paragraph of your letter, it was stated that, according to the best estimates which the

Government of India were able to make, it was thought that the purchase of 340,000 tons of rice would be sufficient for the requirements of the distressed districts; at the same time it was stated that no difficulty was anticipated "in increasing the supplies still further, if in the course of the next three months additional necessities should appear to require it."

4. The revised estimates for the requirements of the famine districts, which were subsequently made by Sir Richard Temple, rendered further purchases necessary. The numbers for which the Government have now made provision do not differ materially from the original rough estimate of 2½ millions of people for seven months, which was made last November and published in the *Gazette* of January 31st, but Sir Richard Temple's calculations have been based upon an average daily consumption per head of three-quarters of a seer, insteed of half a seer. The Government of India have thought it desirable to adopt the higher estimate, and therefore, with a view to the maintenance of a proper reserve, they have arranged for further purchases. The amount of rice for which provision has now been made amounts to 453,000 tons, independently of such purchases as have been made by Rajahs, zemindars, and others with funds advanced by Government. Of the whole supply, 280,000 tons have been arranged for from Burmah.

5. Arrangements have already been made for paying for the rice ordered from Burmah, and, as far as His Excellency in Council is at present able to judge, no further remittances of specie of any consequence will be required for the rice ports on Government account.

6. His Excellency in Council regrets the temporary derangement of the money market, which has been caused by the necessity of suddenly contracting the Government balances, and by the demand for silver, and he trusts that the strain will now be quickly diminished.

7. In respect to the 6th paragraph of your letter, I am to state that His Excellency in Council entirely concurs with the Chamber of Commerce that it is desirable to give every publicity to the action of Government in connection with the famine. The fortnightly narratives from the Lieutenant-Governor of Bengal have from the first been placed at the disposal of the press. In order to give them greater circulation, they will, in future, be published in the *Gazette of India*. The *Calcutta Gazette*, which is published weekly, contains a list of prices and the latest reports from each district. The *Gazette* published weekly in the North-Western Provinces gives the same particulars for the distressed districts in those provinces. The *Gazette of India* gives general reports and list of prices for the whole country. Any further information of importance, especially such as may affect the interests of the mercantile community, will be published from time to time.

8. With reference to the 4th paragraph of your letter, I am to say that, in accordance with your suggestion, any alteration made in respect to the drafts by the Secretary of State upon the Government of India will, in future, be notified in the *Gazette*, and not, as has hitherto been the case, only through the columns of the press.

*Calcutta, 30th April* 1874.

DEAR MR. COLVIN,

A short time ago the Chamber of Commerce wrote to ask whether a statement which had appeared in the *Friend of India* on the subject of the Government rice purchases was correct. An official answer was communicated to you on the 2nd of this month.

There is a statement—or rather a calculation—in the *Friend of India* of this morning to the effect that Government has purchased 570,000 tons of rice. It is incorrect. We learnt a short time ago from Mr. Eden that his purchases amount to 290,000 tons—which is 10,000 tons more than was stated in the letter of the 2nd. He has stopped purchasing. Further, some purchases have been made in the North-West, mainly with a view to relieving the strain on the railway traffic up-country from Howrah. But substantially the position—for all practical purposes connected with the interests of the mercantile community—remains the same as when the letter of April 2nd was written. There has been no change of sufficient importance to make it necessary to notify any thing to the public, in fulfilment of the promise given in that letter.

Yours very truly,

E. BARING.

TO THE HON'BLE B. D. COLVIN.

## LABOR DISTRICTS EMIGRATION BILL.

THIS most important subject was noticed at considerable length in the Committee's last Report. The Bill relating to the emigration of laborers to the districts of Assam, Cachar, and Sylhet was then before the Council of the Lieutenant-Governor; but after considerable amendments in Committee, and subsequent discussion at two meetings of the Council, it passed through the final stage on 20th December, and received the assent of the Governor General in Council on the 30th of that month, as B. C., Act VII of 1873.

Before the Bill was passed by the Council some very pertinent and interesting remarks were made as to the fair and full manner in which the provisions of the proposed measure had been dealt with, and the interests alike of laborers and their employers duly recognised, by the Council; and your Committee record them in their proceedings as an appropriate sequel of the lengthened discussion and critical examination to which the Bill had been subjected.

The growth of the Tea industry of India has been almost unexampled in the history of our trade, as the following figures representing the value of annual exports during the 10 years ended on the

30th April 1874 will serve to illustrate : and there is every reasonable prospect of a continued progressive advancement, which will ultimately give Indian Tea a foremost place among the principal productions of the country.

*Value of Tea exported from Calcutta.*

| | Rs. |
|---|---|
| 1863-64 ... ... ... | 22,92,820 |
| 1864-65 ... ... ... | 27,34,750 |
| 1865-66 ... ... ... | 22,65,060 |
| 1866-67 ... ... ... | 36,27,032 |
| 1867-68 ... ... ... | 68,30,672 |
| 1868-69 ... ... ... | 86,04,414 |
| 1869-70 ... ... ... | 1,01,69,786 |
| 1870-71 ... ... ... | 1,08,35,027 |
| 1871-72 ... ... ... | 1,35,88,583 |
| 1872-73 ... ... ... | 1,52,35,270 |
| 1873-74 ... ... ... | 1,69,26,991 |

*Extract from proceedings of the Bengal Legislative Council—20th December* 1873.

The Hon'ble the Advocate-General moved that the Bill as amended be passed.

The Hon'ble Mr. Robinson said, before the final vote was taken on this Bill, he would trouble the Council with a very few words. On the introduction of the Bill a desire was expressed by him, on behalf of the Tea interest, that ample time should be given for the consideration of the Bill, and full enquiries made upon the effect of the many alterations proposed by it. He was now anxious to say that the promise that was made at that

time by the Government that that should be the case had been most fully and completely fulfilled. No Bill that had ever been before the Council had taken, he believed, so long a time to pass or had received such ample discussion, or in regard to which so much and such a variety of information had been collected from both official and non-official sources, as in regard to this Bill. And he rejoiced the more that that had been the case, because he thought it must be admitted that the enquiries that had been made tended to show that the planters as a body had treated their laborers fairly and humanely, and had shown every disposition to act in accordance with the law in all matters connected with their business. The Bill, like all Bills, had been finally settled by a series of compromises, and as it would now be passed, he thought that those compromises, having been made in a spirit of fairness, had brought it into a state equitable to the interests concerned. He thought that every question that had been raised had been fully and fairly considered, and there had been every disposition on the part of the Government to consult the interests both of planters and coolies. He trusted that, in the course of a few years, legislation of this kind would be no longer necessary for the Tea districts; that their condition would be so changed that the execution and enforcement of contracts might safely be left to the operation of the ordinary law of the land. Meantime, he earnestly hoped that there would be no further legislation on this subject, which had been now so often and carefully discussed, and that no measure relating to it would again be brought before this or the Supreme Council, unless it was the introduction of a short Act to repeal this Bill entirely.

His Honor the President said, before putting the question to the vote, he thought it right that he should, on the part of the Government, express the very great gratification with which he had listened to the observations of the Hon'ble Member. We did value extremely the testimony that he had been good enough to bear as to the fairness and fullness with which the questions which had been raised had been discussed. His Honor was glad that the Hon'ble Member had been good enough to bear testimony to the fact that ample opportunity for full discussion by all parties had been given. He trusted they had now, by the labors of the Committee and the Council, and more especially by the labors of the learned Advocate-General, who was in charge of this Bill, arrived at a conclusion satisfactory to all parties. He took it that he might receive the expression of opinion which the Hon'ble Member had now given as a testimony to the belief of those whom he represented, as it was our belief, that the compromises to which we had arrived at were the best compromises which the wisdom of this Council could devise; and so far as human foresight could foresee, we hoped that they would work well. His Honor thoroughly endorsed what the Hon'ble Member had said with regard to the enquiries that had been made, that they did show that the planters, as a body, had treated their coolies fairly and well; and he was sure that it was the wish of Government, and of all of us, that we should do the utmost that we could to promote this great Tea industry; to promote the development of those districts which were so lately covered with jungle; to do every thing in our power to promote the welfare of these districts, the increase of tea cultivaton, and the general development of the productions and the revenue of the country.

In regard to the question which had lately most occupied the attention of the Council, and which had been settled by a compromise, he was more and more sanguine that we had made a fair compromise. Assam was a long way off, and some of the opinions from that district did not arrive until a late stage of our proceedings; but he was happy to find that they went to corroborate and endorse the views the Council had arrived at. He found that in Assam, although the planters were not so sanguine as they were in Cachar, there seemed to be a general concurrence of opinion that it was desirable that free labor should, to some extent, be tried. It was suggested by several experienced planters and others that it was quite possible that free labor might sooner or later find its way into Assam. We were told that recruits for the regiments in Assam came of themselves from various parts of the North-Western Provinces, and it was suggested that when the roads which were now being opened were put into proper order, and resting and cooking-places and other conveniences for travelling provided, free labor would find its way into Assam. That would be an extremely desirable result. His Honor not only concurred in most of the observations that had been made by the Hon'ble Member, but he thoroughly concurred in the last observation, that he hoped legislation on this subject might not be further necessary. His Honor hoped and trusted that the Bill, which was now about to be passed through its final stage—if the Council should see fit to pass the Bill and it should receive the assent of the Viceroy—might suffice for some time to come, and be beneficial in its results; and he hoped that the next occasion on which legislation might be proposed, it might be in the shape the Hon'ble Member had suggested,

namely, that all special legislation be brought to an end, and that the labor districts being fitted for free emigration, might be brought under the operation of the ordinary law of the land.

The motion was agreed to.

## THE PORT TRUST.

*Proposed transfer of the management of the entire Port to the Commissioners.*

The following communication from the Chamber to the Government of Bengal will disclose the grounds upon which your Committee recommended a material enlargement of the powers and reponsibilities of the Port Commissioners, whose authority and functions are at present limited within the boundaries of the Port proper—that is from Garden Reach to Cossipore, or thereabouts; and being of opinion that the public service would be more advantageously performed if that restriction were removed and the entire Port from its Northern limit at Cossipore to the Sandheads were placed under the exclusive control of the Commissioners, your Committee submitted for the consideration of Government that the Commissioners should be vested with such larger powers as would enable them to conduct the operations of that extended Trust. The Committee at the same time strongly urged on the attention of the Lieute-

nant-Governor the justice and expediency of relieving the heavy charges levied on the shipping and commerce of the Port by a fair and liberal contribution from the Imperial revenue, which derives so much from the shipping operations of the Port, but gives nothing directly towards keeping the river in an efficient state of navigation, maintaining the Pilot Establishment, or improving the Port. Your Committee hope this point will be generously dealt with by His Excellency the Governor General in Council.

*Chamber of Commerce to Government of Bengal.*

*Calcutta, 23rd December* 1873.

In their reply dated the 29th October last to your letter No. 3657 of the 16th idem the Committee of the Chamber of Commerce confined their remarks to the two points specially submitted to their notice for an expression of opinion, *viz.*, whether the pilotage fees should be arranged more according to tonnage, and whether any change should be made in the present system of applying for pilots.

These points were two only of several which had been engaging the consideration of a Committee appointed by Government, of which the late President of the Chamber was a member, to report on subjects connected with the pilot service of the port; but at the same time His Honor the Lieutenant-Governor was pleased to furnish

the Chamber with the report of that Committee and the proceedings of Government relative to the reorganization of the pilot service, as they concerned matters of general interest to the trade of the port.

The Committee have not failed to give their attention to these papers, particularly in respect to the position of the accounts which represent the pilotage dues and charges and the port approaches' receipts and charges; and in their half-yearly report of proceedings lately submitted to the Chamber they recorded the opinion that the whole system required a complete revision, and that any reduction of pilotage and dues was not only hopeless but impossible, until the expenses were put on a much more economical footing and more control over them exercised than was apparently employed at present.

This opinion is entirely in conformity with what, they are informed by Mr. Murray, was expressed by the Pilot Service Committee in their final report, in the following words:—"We would, however, direct the attention of Government, to a close scrutiny of and greater economy in the expenditure of the port. We do not enter into any details in these matters, as the subject, as regards details, appears to us, under the present orders of Government to be *ultra vires*."

The Committee regret that that restriction deprives them of the opportunity of judging how far economy and efficiency are now exercised, with a careful and vigilant control, by the Marine Department, upon whose management materially depends the satisfactory condition of its accounts, and the probability of relief which a reduction of those charges would afford.

While, however, that source of information is closed to them, the Committee find abundant evidence in the report, dated the 18th January 1870, which was submitted to the Government of Bengal by the Commission appointed to investigate the affairs and condition of the Calcutta Port Fund, in support of the proposition they now recommend for His Honor's consideration and adoption.

That Commission was composed of Mr. E. F. Harrison, the Controller-General of Accounts, and Captain H. Howe, officiating Master-Attendant, and two members of the Chamber, the late President, the Hon'ble J. R. Bullen-Smith, and the present Vice-President, Mr. F. G. Eldridge, by whom the then existing system under which the Port Fund was conducted was carefully examined and pronounced to be susceptible of material amendment and improvement; and in closing their exhaustive report upon a very difficult and intricate subject they submitted sundry conclusions at which they had arrived and recorded the following paragraph :—

"*Para.* 48. *We had intended to submit for the consideration of Government a recommendation that the affairs of the port should be administered by a Board in which the commercial and trading interests should be represented, and that its accounts should be audited by an agency independent of the Marine Department; these objects, however, will be fully secured by the appointment of the proposed (Port) Commissioners and by the audit contemplated in Section* 52 *of the proposed Bill.*"

The Committee are thus brought to the point which they desire to urge on the attention of the Hon'ble the Lieutenant-Governor.

After protracted endeavours to constitute a Trust which should be invested with all needful powers for the proper conservation and improvement of the port, Act No. V. of 1870 was passed by the Lieutenant-Governor on 11th June and confirmed by the Governor-General on 12th August of that year, and the present Port Commission was thereby established.

A reference to the correspondence which passed between the Government of Bengal and the Chamber of Commerce on the subject of that important measure will inform His Honor that the Chamber were then content that the powers and authority of the Commissioners should not extend beyond the limits of the Port proper, the management of the river and of the pilotage being left to existing arrangements: but the Committee added that, should the new Trust be found to work satisfactorily after sufficient trial, they would have confidence in asking, and probably the Government would be more disposed to grant, an extension of the provisions of the Act with the view to placing in the hands of the Commissioners the entire charge of the port and river from Calcutta to the Sandheads, including the care of moorings, lights and pilotage of the Hooghly; and this enlargement of the Commissioners' powers and functions was not lost sight of as the Government of Bengal in their letter to the Government of India of 29th April 1870 wrote as follows:—

"*With regard to the proposed separation of the management of the port from that of the navigable channel leading thereto, I am to state that the Bill now before the Lieutenant-Governor's Council will make it possible to transfer the whole to the Commissioners for the improve-*

*ment of the port should such a course at some future time recommend itself, but that it is contemplated at first to make over to the Commissioners the management of the port only.*

The Commissioners commenced operations in October 1870, and from that time to the present the duties devolved upon them have been discharged in a manner which entitles them to the most unqualified expression of satisfaction on the part of the commercial public; whatever they have undertaken has been done promptly and with utmost efficiency, and—to use His Honor's own words—" there can be no doubt that the present Port Trust is a great success."

The administrative powers of the Commissioners have been so wisely exercised within the area of operations restricted by the Act that the Committee of the Chamber do not hesitate to suggest that the Commissioners should be vested with such larger powers as will enable them to carry out the more extensive scheme of placing under their exclusive control the entire management of the Port from the city to the sea.

The original views of the Supreme Government on this point are contained in the following paragraph of their letter dated 6th June 1863 :—

6. *The River Trust might be properly authorised to undertake any works designed for the improvement of the port, such as jetties, docks, warehouses, and tramways for connecting the same; it might also be entrusted with the care of the moorings, lights, and pilotage of the Hooghly, every thing in short as far as the Sandheads. There can*

*be no doubt that this extension of the powers of such a Trust can be safely made if the number of Trustees is kept within proper limits, and if there is a due proportion among them of professional Government officers. In fact, this part of the duties of the Commission would be less difficult and important than the proposed new works at Calcutta.*

The Committee believe that a more economical, efficient and satisfactory management of the public service would be the result if the Port Commissioners were charged with the responsibilities involved in the transfer of the duties of the Marine Department.

The only exception they would suggest has reference to the Dockyard, which absorbs nearly a third of the receipts derived from charges on shipping, and should not, in their opinion, be permitted to cumber the free action of the Commissioners in the proposed enlargement of their functions. No necessity appears to exist for continuing a system which has not the slighest claim to be pronounced as advantageous to public interests, and the abandonment of the Dockyard would create no void in the service of the Commissioners which they could not fill up from the abundant sources which competitive private enterprise, under their check and control, would promptly supply.

The abandonment and sale of the Dockyard and its appurtenances and the valuable land occupied thereby, would enable the Government to release a large amount of public money locked-up in that unprofitable investment, and place at its disposal a fund, the interest on

which would probably suffice to cover an imperial grant, in reduction of charges inseparable from an efficient conservation of the Port and its communication with the sea.

The report on the Port Fund dated 18th January 1870, already referred to, contains numerous suggestions of great value, and the Commissioners will no doubt give them all the attention they are well entitled to; but at the present moment the Committee desire me to urge upon the Lieutenant-Governor's consideration the justice and expediency of the Port charges being relieved by a fair and liberal contribution from Government.

The Port is an imperial one, and its proper maintenance is a matter of vital necessity not only for the commerce of this Presidency, but also, and in a great degree, for the direct interests of the State. Those interests are so material on the grounds of public policy and security of public revenue, which draws no small share from the trade of the Port, that the exemption of the State from a portion of the expenditure incurred in preserving a free and open communication between the Port and the Bay of Bengal can scarcely be held as just towards a special interest which at present bears the entire burden of such service.

The Committee fully endorse all that is recorded in the report on this and other points, and they are satisfied His Honor will give such support to the recommendations and suggestions now submitted as in his judgment they can fairly claim.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 5th January* 1874.

I am directed to acknowledge the receipt of your letter dated 22nd December 1873, communicating the suggestions and recommendations of the Chamber for the transfer of the entire port to the management of the Port Trust Commissioners, and in reply to say that the Lieutenant-Governor will defer coming to any decision on the subject till the new Superintendent of Marine arrives and the whole matter is fully considered.

## Additional Rule proposed by the Port Commissioners for the protection of the Hooghly Bridge.

THE following correspondence has reference to a rule proposed by the Port Commissioners for the protection of the Floating Bridge, by which no vessel will be permitted to pass through the opening of the bridge unless propelled or towed by steam.

The Committee concurred in the propriety of such a precautionary measure, although they suggested that ordinary river craft and vessels of small burthen—a limit of tonnage being fixed—should be exempt from the necessity of using steam.

*Since the above was in type the Government of Bengal has published in the Calcutta Gazette of 27th*

*May the additional Port Rule, fixing* 200 *tons as the maximum burthen of vessels moving without steam.*

*Calcutta, 7th March* 1874.

In forwarding herewith copy of a letter*from the Vice-Chairman to the Port Commissioners, together with its enclosure, I am directed to say that the Lieutenant-Governor will be much obliged by the Chamber favoring him with an expression of their opinion regarding the proposed draft Port Rule for prohibiting vessels from passing the Hooghly Bridge without the assistance of steam.

*No, 5188, dated 26th February 1874.

No. 5188, dated Calcutta, the 26th February 1874.

I am directed to forward herewith copy of a Resolution passed by the Commissioners, proposing that in accordance with a suggestion made by Bradford Leslie, Esq., the Engineer in charge of the Hooghly Bridge, a rule should be promulgated at once prohibiting vessels from passing the Bridge without the assistance of steam power. The sanction of His Honor the Lieutenant-Governor is solicited to the draft Port Rule proposed in the Commissioners' Resolution, with a view to its publication in the *Gazette.*

*Copy of a Resolution passed by the Commissioners at a Meeting held on the 17th day of February* 1874.

Read letter No. 1119, dated the 12th February 1874, from Bradford Leslie, Esq., C. E., the Engineer of the

Hooghly Bridge, representing that as the remaining sections of the Bridge will be shortly moored in position, leaving only the 200 feet opening for the passage of vessels, it will be necessary for the prevention of accidents to make it compulsory for all vessels passing the Bridge either up or down to use steam. Mr. Leslie recommends that a rule to this effect should be promulgated as soon as possible

RESOLVED.—That the following rule be submitted for the sanction of Government.

ADDITIONAL PORT RULE.

Under Section 7, Act XXII of 1855.

38. Without the permission of the Commissioners no vessel shall move up or down the Port through the opening of the Hooghly Bridge except such vessel is propelled or towed by steam; and then only at such a rate of speed, not exceeding 4 miles an hour over the ground, as is absolutely necessary to keep good steerage way.

No. 1119, dated Calcutta, the 12th February 1874.

*From B. Leslie, Esq., C. E., Engineer, Hooghly Bridge, to the Vice-Chairman to the Commissioners for the Improvement of the Port of Calcutta.*

I shall shortly be ready to moor several additional sections of the Bridge in position, leaving only the 200 feet opening clear for the passage of shipping; vessels dropping down against a southerly breeze take a long

time in passing the Bridge and are very imperfectly under control, frequently sheering very much across the stream. I am therefore of opinion that to prevent accidents, it should be made compulsory for all vessels passing the Bridge either up or down to use steam, and I should be very glad if such a regulation were promulgated as soon as may be.

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FORWARDED to the Deputy Conservator for any remarks he may have to offer.

(Sd.) W. D. BRUCE,
*Vice-Chairman.*

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I am quite of opinion that this will be necessary when the sections are run out from this side of the river. There is only one difficulty in such a rule, and that is in the freshes when there is no flood. Vessels will then have to drop through.

(Sd.) J. V. FALLE,
*Depy. Conservator and Harbour Master.*

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CIRCULATED for the consideration of the Commissioners.

(Sd.) W. D. BRUCE,
*Vice-Chairman.*

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*Chamber of Commerce to Government of Bengal.*

*Calcutta, 20th March* 1874.

I am instructed by the Committee of the Chamber of Commerce to state in reply to your letter No. 831 of the

7th instant (received on the 13th) that the additional Port Rule proposed by the Commissioners has their genenal approval as essential to the protection of the Hooghly Bridge and the prevention of accidents to vessels passing through.

The Committee suggest however that some limit of tonnage should be fixed by the Commissioners so as to exempt vessels of small burthen and ordinary river craft from the necessity of being towed through the passage.

**Proposal to discharge and load the Peninsular and Oriental Company's Steamers at the Port Commissioners' Jetties.**

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As the reply given by the Committee to the reference made by the Port Commissioners on this subject appears to embrace all the points submitted for their opinion, and which are fully set forth in the correspondence attached, further comment would be superfluous.

*From the Port Commissioners to Chamber of Commerce.*

*Calcutta, 23rd December* 1873.

I am directed to request that you will be good enough to bring to the notice of the Chamber that the Commissioners have had under their consideration the question of discharging and loading the steamers of the Peninsular and Oriental Steam Navigation Company at the Jetties.

2. As the Chamber is aware the vessels of this Company have hitherto discharged and loaded at the Company's premises at Garden Reach. The Commissioners have reason to believe that this practice involves considerable inconvenience and much extra expense to the consignees and shippers of goods carried in these vessels; and now that the jetties are nearly ready for loading and discharging, it does not appear that there are good grounds for making any exception in the case of Peninsular and Oriental Steamers, and that they, like all other ships trading to the Port, should use the appliances which the Commissioners have provided for the convenience not only of the owners of vessels but also for that of the consignees and shippers of goods.

3. Objections on the part of the Peninsular and Oriental Company have been raised to the action which it is proposed to take, but the Commissioners have to regard the working of the Port Improvement Act, not only as it affects the shipping interest, but as it bears upon the consignees or shippers of goods carried in vessels trading to the Port. Appliances have been provided in the centre of the business part of the town to facilitate the landing and shipping of goods; and these appliances have been provided as much for the convenience of the consignees as that of owners of vessels. The position of the works certainly was selected chiefly, if not entirely, with reference to the convenience of the owners of the goods to be landed and shipped from and upon vessels and from this point of view, it appears to the Commissioners extremely anomalous that the owners of certain vessels should for reasons of their own remain at one extremity of the port, thus causing great

inconvenience and extra expense to a considerable amount to the shippers and consignees of goods.

4. The Commissioners desire to have an expression of the opinion of the Chamber upon the question and especially as to how far the present system of discharging and loading the steamers of the Peninsular and Oriental Company meets the convenience of consignees and shippers of goods, and would be much obliged if you could favor them with a statement showing the inconvenience and the extra expense involved by the vessels remaining at Garden Reach instead of coming to the jetties.

*Chamber of Commerce to the Port Commissioners.*

*Calcutta,* 14*th January* 1874.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 4645 of the 23rd ultimo, informing them that the Port Commissioners have had under consideration the question of discharging and loading the steamers of the Peninsular and Oriental Steam Navigation Company at the Commissioners' jetties, and requesting their opinion on that question generally and especially as to the working of the present system and its attendant charges to importers and exporters by the Company's vessels which load and discharge at Garden Reach.

The Committee observe, from your letter, that in the opinion of the Commissioners no good reasons apparently

exist for exempting the Peninsular and Oriental Steam Navigation Company's Steamers from a compliance with the requirements of the Commissioners that they should load and unload at the Calcutta jetties ; and that, on the ground of the Commissioners having provided all necessary appliances, and of the inconvenience and expense to shippers and consignees of cargo, there should be no exemption in favor of those vessels.

They also notice that the Peninsular and Oriental Steam Navigation Company have raised objections to the course proposed by the Commissioners.

The Committee instruct me to say that it is scarcely necessary to prepare any statement of the extra time that would be incurred in loading and unloading at Garden Reach instead of at the Calcutta jetties, because it is obvious that the transaction of business at places so close to merchants' offices as the jetties are would involve much less time than if it were done at the greater distance of the Peninsular and Oriental Steam Navigation Company's premises, 3 miles off: and as to extra charges it will probably suffice to say that while they would be more appreciable as regards cargo *imported* by the Peninsular and Oriental Steam Navigation Company's Steamers they would be very immaterial—as a rule—in the case of *exported* cargo.

In the case of imports the extra charge for transmitting cargo from Garden Reach would be about 2 annas per package of piece goods, which ordinarily constitute the bulk of cargo imported by the Peninsular and Oriental Steam Navigation Company's Steamers, and upon smaller

miscellaneous packages the charge would be proportionately less.

In the case of exports the ordinary charges for shipping cargo would probably not be greatly exceeded and in many instances not at all, because the expense incurred in sending cargo to Garden Reach by water would not, as a rule, be more than in sending it to vessels lying in Prinsep's Ghât or Esplanade moorings.

The grounds on which the Peninsular and Oriental Company rest their objections to the proposed action of the Commissioners are not stated in this reference, nor would their disclosure be material to the point which the Commissioners submit, for on the broad question whether the Company's Steamers should or should not be amenable to the ordinary regulations of the Port, the Committee are of opinion that, where all circumstances are alike, there should be no exemption from a general rule, and that all vessels should be impartially dealt with. In this respect therefore the Committee endorse the view expressed by the Commissioners.

## Proposed transfer of Government Jetties and Cranes at Balooghat to the Port Commissioners.

THE inconvenience which attends the present system of landing Government stores at Balooghât and the expense incurred for the hire of moorings there reserved for the use of Government, occasioned a reference to the Port Commissioners as to whether they would take over the jetties and cranes belong-

ing to the Ordnance and Commissariat Departments, and thus enable the Government to dispense with the establishment entertained for working them, and generally to economise their arrangements in connection with the receipt of Government stores.

The Commissioners were willing to undertake that duty on certain conditions; and on the submission of the matter for an expression of their opinion your Committee stated that, in their judgment, the extension of the Commissioners' operations would be attended with advantage.

*Government of Bengal to Chamber of Commerce.*

*Calcutta, 20th December* 1873.

In forwarding the enclosed copy of a letter* and of its enclosures from the Commissioners for making improvements in the Port of Calcutta, I am directed to say that His Honor the Lieutenant-Governor will feel much obliged by your favoring him with an expression of your opinion regarding the conditions on which they are prepared to take over the existing jetties and cranes belonging to the Ordnance and Commissariat Departments at Balooghât, as was recommended in paragraph 8 of the Report of the Committee appointed to enquire into the question of mooring charges, and the inconvenience of the present system of landing Government stores. A copy of the Report of the Committee is also enclosed.

* No. 4428, dated 29th November 1873.

No. 4428, dated Calcutta, the 29th November 1873.

*From W. D. Bruce, Esq., Vice-Chairman to the Port Trust Commissioners, to the Secretary to the Government of Bengal, General Department.*

The Commissioners have had under consideration your letter No. 1620, dated the 29th April last, with which was forwarded the report of the Committee appointed to enquire into the question of mooring charges and the inconvenience of the present system of landing Government stores. The Commissioners were requested to consider the proposal made in paragragh 8 of the Committee's report, in which it was recommended that Government should ascertain whether the Commissioners would be willing to take over the Commissariat jetty at Balooghât, Government reserving the right of priority of use of the jetty at special rates ; and the Commissioners were asked to submit to Government their views in regard to the proposed transfer. A copy of a note upon the subject submitted to the Commissioners at their last meeting, and adopted by them, is sent herewith, together with a copy of the plan alluded to in the note.

The following are the conditions upon which the Commissioners are prepared to take over and work the jetty :—

(1.) The Commissioners to take over the jetty and tramway, as it stands, for a lump sum of Rs. 50,000, reserving to Government the right of priority of use upon the rates specified in the following conditions :—

(2.) The Commissariat Department to pay four annas per hogshead on all beer landed at the jetty and stored in

the Government godowns, and two annas per hogshead on all beer sent to the jetty-head for shipment.

(3.) The Commissariat, Ordnance, and Public Works Departments to pay one rupee per ton for all goods landed or shipped at the jetty, and which they take delivery of direct from the jetty-head.

(4.) That on all Government goods landed by the Commissioners and stored on the premises, to be reserved for the use of the Commissioners, the usual charges shall be paid.

(5.) The river frontage from Prinsep's Ghât to Tolly's Nullah to be made over to the Commissioners for the construction of a wharf for the convenience of country and cargo boats, Government reserving the right to land and ship Government stores over the proposed wharf free of charge.

(6.) That the section of the bank colored red on the plan, and marked "Port Commissioners' premises," be made over to the Commissioners for use as a wharf in connection with the jetty.

Upon the foregoing conditions the Commissioners will be prepared to take over and work the present jetty placing upon it a steam crane with rake of jib sufficient to plumb the hatchway of a vessel, and finding all the necessary establishment for the working of the jetty and crane.

In communicating this resolution to Government, the Commissioners desire it to be distinctly understood that,

unless the construction of the wharf is sanctioned, they will not be prepared to undertake the transfer of the jetty, the working of which alone will propably involve a loss. It will only be by providing accommodation for the boat traffic and by realising the dues payable in respect of such accommodation that the Commissioners will be in a position to work the jetty for Government at the rates abovementioned.

The making up of the wharf at this place is also a necessity on account of the tendency of the river to silt up; and in the interests of Government, and the public generally, it is most desirable that the bank should be well kept and all deposits removed at once.

NOTE.

At the 91st meeting of the Commissioners, the letter from Government of Bengal forwarding the report of the Committee appointed to enquire into the question of mooring charges and inconvenience of the present system of landing Government stores was considered with reference to the request made "that Commissioners would be so good as to consider the proposal contained in paragraph 8 of the report, and favor His Honor with an expression of their views on the subject."

Paragraph 8 runs as follows :—

"Looking, however, to the fact that the Commissariat jetty at Balooghât requires to be extended considerably, and to be repaired and furnished with better appliances than it has, and also looking to the fact that the ordnance jetty is only adapted to land goods from boats, it appears to us that it might be worth the consideration of Govern-

ment to ascertain if the Port Commissioners would be willing to take over at a valuation the existing jetties and cranes, and provide suitable appliances in this part of the river, and if so, on what terms ; for Government should, in consideration of furnishing a site and the land, reserve the right of priority of use at special rates to be fixed between itself and the Port Commissioners. Some such arrangement as this would enable Government to dispense with any establishment that may be now kept up for the working of the Commissariat and Ordnance cranes, as well as cost of building, extension or maintenance of the jetties. Another advantage would be that this would give the Port Commissioners a more direct authority over vessels with Government stores. If the jetties at Baloo-ghât were under their own control, the masters of such vessels could not under the Act take any exception to the moorings."

On this the following resolution was passed :—

*Resolved*—"That the Vice-Chairman be requested to draw up a note on the subject, taking into consideration the question of inland wharf requirement between Prinsep's Ghat and Tolly's Nullah, and to prepare an estimate of the probable financial results of the scheme.

I immediately communicated with the Executive Commissariat Officer to ascertain, *1st*, the probable quantity of stores to be landed, and *2nd*, the rates they would be willing to pay the Commissioners. In reply the Deputy Commissary General stated that "in the event of the commissariat jetty be made over at a valuation to be hereafter fixed to the Port Commissioners to be worked by them with suitable appliances, and with the right of

priority of use reserved to this Department, subject to the sanction of Government, the Department would pay the Port Commissioners three annas for landing and delivering each hogshead of malt liquor into the Commissariat godown. The usual number of hogsheads annually is Rs. 40,000."

"A proportionate rate, say six* pie a maund would be paid for other goods.

In addition to the beer mentioned in this letter there would be a considerable quantity of other stores landed and shipped for both the Commissariat and Ordnance Departments, and possibly a small quantity for the Department Public Works.

* This is equivalent to 14 annas per ton, but I understand no objection will be taken to 1 rupee per ton, at which rate I have estimated.

I have also considered the question of an inland vessel's wharf between Prinsep's Ghat and Tolly's Nullah. A wharf on this site is very much required both for the proper conservancy of the port, and the convenience of the traffic. At present a large quantity of material is landed here by the Department Public Works and the Justices. A great many native boats with rice for Kidderpore and the southern suburbs of the town also discharge immediately north of the Commissariat jetty. Since I first commenced to make enquiries with reference to the construction of a wharf on this site, I have received several offers from natives to farm it with the view of levying a toll on the rice boats, the last and highest being Rs. 1,000 per annum. In my estimate I have taken the probable receipts at Rs. 500 per month, which I think will be quite safe, as in addition to the boats that discharge there now (there are constantly from 30 to 40 boats discharging and selling rice and grains

at this wharf) we will have all the boats from the ghâts south of Tolly's Nullah which ought to be closed when the new wharf is opened.

In considering the financial aspect of the project, I will estimate—

1*st.*—The cost of taking over the property as it at present stands.

2*nd.*—Additions necessary for working jetty and wharf.

3*rd.*—Cost of constructing a road and inland vessels' wharf between Tolly's Nullah and Prinsep's Ghat.

1*st.*—The jetty as at present constructed with the small crane cost Government about Rs. 60,000. This includes tramway into Commissariat godown and a small steam crane for loading boats. During the heavy bores in March last the jetty was injured by the British Indian Steam Navigation Company's steamer *Scotia*, and to repair this damage will cost about Rs. 5,000. For depreciation allow, say, Rs. 5,000 more, and the value of the jetty as it now stands may be taken at about Rs. 50,000.

The jetty-head, as at present constructed, is only 45 feet long, sufficient to work one hatch; but it would not be wise to spend any money in lengthening it at present. If taken over it could at first be worked by lengthening the mooring so as to allow of a vessel being hauled ahead or astern till the required hatch was brought under the crane. If considered advisable, it can be lengthened at any time hereafter.

*2nd.*—The additions necessary for the proper working of the jetty may be estimated at—

| | | Rs. |
|---|---|---|
| New steam crane with sufficient rake of jib to plumb the hatch of a vessel | ... | 6,000 |
| Enclosure and alteration of tramway | ... | 10,000 |
| | Total | 16,000 |

*3rd—Inland wharf between Prinsep's Ghât and Tolly's Nullah.*—The length of the wharf will be about 2,700 feet. It will be constructed on the same plan as the upper wharf, with a road 60 feet broad and a slope of five to one. In the estimate no allowance is made for pitching, as this could not be done till the bank had time to consolidate.

In making up the wharf and road the work to be done would be very similar to what we have had to do at the mint front, and which has cost about Rs. 30 per foot. Taking this rate the total cost will be—

2,500 feet at Rs. 30=Rs. 75,000.

The plan* shows the general arrangement proposed. Between the wharf road and the present Strand road the ground might be fenced in for the use of the Department, Public Works, Commissariat, and Ordnance Departments and the Justices. All landing north of Prinsep's Ghât should then be prohibited, and the bank from Baboo Ghât to Prinsep's Ghât kept quite clear and free from all obstructions.

* Will be on table at meeting.

The total cost to the Commissioner may then be taken at—

| | | | Rs. |
|---|---|---|---|
| 1*st.*—For jetty, say | ... | ... | 5,000 |
| 2*nd.*—Crane, &c. | ... | ... | 16,000 |
| 3*rd.*—Inland wharf | ... | ... | 75,000 |
| | | Total | 1,41,000 |

This represents an expenditure in interest and sinking fund of Rs. 6,107 × 1·41=Rs. 8,610.

The probable return will be as follows :—

| | | Rs. |
|---|---|---|
| On landing 40,000 hogsheads, at 3 annas each | ... | 7,500 |
| Other Government stores, estimated by Jetty Superintendents at about 150 tons per month, at Re. 1 | ... | 1,800 |
| Shipping Government stores, estimated by Commissariat Department at 250 tons per month, at Re. 1 | ... | 3,000 |
| From inland vessels' wharf at Rs. 500 per month | ... | 6,000 |
| | Total | 18,300 |

In addition to this a large portion of the beer estimated by the Commissariat Department at 35,000 hogsheads per annum would be re-shipped into boats, and allowance

might be made for this quantity at say two annas per hogshead :—

| | | Rs. |
|---|---|---|
| 35,000 hogsheads, 2 annas each | ... | 4,375 |
| Making the total | ... | 22,675 |

The rate of three annas per hogshead is very low. The jetty rate is about six annas; and although in the case of Commissariat beer the Commissioners have not to find accommodation, still the distance of the godown to which the beer has to be taken is very considerable, and as the Commissioners will have to store it in the godown, I don't think four annas would be considered a heavy rate. For shipping the charge might be two annas.

If four annas is allowed, the above estimated receipts will be increased by Rs. 2,500 per annum.

Against this we have, first, the interest on debt, which, as shown, will be Rs. 8,610 ; second, establishment for working jetty, say—

| | | Rs | Rs. |
|---|---|---|---|
| Engine-driver | ... | 80 | |
| Stoker | ... | 12 | |
| Cooly | ... | 8 | |
| | | 100 = | 1,200 |
| 1 Officer in charge of wharf and Jetty | ... | 100 | |
| 1 Tallyman | ... | 50 | |
| | | 150 = | 1,800 |

| | | | |
|---|---|---|---|
| 2 Sircars on inland vessels' wharf, at Rs. 15 each | ... | 30 | |
| 1 Cashier | .. | 50 | |
| 1 „ | .. ... | 30 | |
| 4 Chuprasies, at Rs. 7 each | ... | 28 | |
| 2 Sweepers, at Rs. 6 each | ... | 12 | |
| | | 150 = | 1,800 |
| Annual repair of jetty, crane, and wharf | ... ... | | 2,000 |
| Working expenses, say Rs. 150 per month | ... ... | | 1,800 |
| | | | 8,600 |
| Add interest and sinking fund | ... | | 8,610 |
| | | | 17,210 |
| Estimated probable receipts | ... | | 22,675 |
| Probable balance | ... | | 5,465 |

It therefore appears that after making full allowance for all charges there is every probability of the scheme paying its way; and such being the case, I am of opinion that if Government will make over the frontage between Prinsep's Ghât and Tolly's Nullah, and allow the Commissioners to construct an inland vessels' wharf, as shown on the plan, it would be to the interest of the Commissioners to take over the jetty and bank,

to work the jetty on the same plan as the other jetties, and to construct a wharf for the convenience of country boats. But if the frontage is not to be made over, I would not recommend the Commissioners to take over the jetty. It would just pay its expenses, and we might have a good deal of trouble with it.

A wharf on this site is, however, very much required for the conservancy of the port. It has frequently been brought to the notice of the Commissioners that there is a great tendency to shoal just in front of this bank, and unless this is checked, the jetty will give a lot of trouble, and in all probability become absolutely useless.

I would therefore recommend that the Commissioners take over the jetty and tramway, as it stands, for a lump sum of Rs. 50,000 on the following conditions :—

1*st.*—That the bank from Prinsep's Ghât to Tolly's Nullah is made over to the Commissioners for the construction of an inland vessels' wharf, Government reserving the right of landing all Government stores free of charge as in the case of stores landed at the Mint frontage.

2*nd.*—That the portion of the bank colored red on the plan is made over to the Commissioners for the accommodation of general cargoes.

3*rd.*—That the Commissariat Department pay four annas per hogshead on all beer landed at the jetty and stored in their godown, and two annas per hogshead on all beer sent to the jetty-head for shipment.

*4th*—That the Commissariat, Ordnance, and Public Works Departments pay 1 rupee per ton for all goods landed or shipped over the jetty, and which they take delivery of direct.

*5th*.—That on all Government goods landed by the Commissioners and stored by the Commissioners the usual charges be paid.

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Dated Calcutta, the 15th April 1873.

From—J. A. CRAWFORD, ESQ., C. S., President of Committee.

To—The Offg. Secretary to the Government of Bengal, General Department.

I have the honor to forward herewith the report of the Committee appointed (under letter No. 1085 of the 10th ultimo, from the Officiating Assistant Secretary to the Government of Bengal in the General Department) to inquire into the question of mooring charges and the inconvenience of the present system of landing Government stores.

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Dated Calcutta, the (?) April 1873.

From—J. A. CRAWFORD, ESQ., C. S., President of Committee; COLONEL W. C. RUSSELL, Deputy Inspector-General of Ordnance; COLONEL G. S. MACBEAN, Deputy Commissary-General; COLONEL H. A. TAYLOR, Executive Commissariat Officer; W. D. BRUCE, ESQ., Vice-Chairman, of the Port Commissioners; T. A. APCAR, ESQ., Port Commissioner.

To—The Secretary to the Government of Bengal.

In conformity with the instructions conveyed to us, we have considered in Committee the two questions of mooring charges and the inconvenience attending the present system of landing Government stores, and have now the honor to submit our report thereupon. *First.*—With regard to the mooring charges for the moorings reserved for the use of the Commissariat and Ordnance Departments. The charge under this head is made for reserving all the year round three sets of moorings for the use of vessels bringing stores for the two abovenamed departments. These moorings being reserved for the use of these two departments, no use can be made of them by the Port Commissioners; and whilst so reserved, Government, for whose convenience the reservation is made, is, similarly to other parties who reserve particular moorings, liable to the Port Commissioners for the hire charged (Rs. 140 a month) for each set of moorings.

2. There is, however, no necessity for reserving these moorings, provided that when vessels with Malt liquor for the Commissariat Department, or vessels, the bulk of whose cargo is for the Ordnance Department, arrive, they are placed in the moorings off the Government jetty at Balooghât, or are placed in moorings as near as possible to that position.

We have ascertained that there will be no practical difficulty in carying out the above proviso, and such being the case, there is no need for Government to incur the liability to the charge for moorings reserved for the exclusive use of the two departments.

3. With regard to the second question, of the inconvenience to the departments of the present system of landing Government stores, we have to observe that, as regards the Commissariat Department, there is a most decided objection on the part of the department, to the landing of Malt liquor from vessels lying at the Port Commissioners' jetties, and in our opinion the objection is valid.

4. The inconveniences complained of are due to the following causes :—

(1) Malt liquor discharged into boats from a vessel lying at the Port Commissoners' jetties is subject to the risk of water-carriage for nearly two miles, and should it be discharged at an hour when the tide is not favorable for the boat to proceed down to Balooghât there is the further risk from the length of time it is exposed to the effects of the weather until the tide turns.

(2) Casks stowed in boats are more or less subject to straining and consequent leakage, the amount of straining being increased by the length of time they remain in the boats.

(3) There is also the further objection to the delay which must occur in holding a survey, and the risk of probable loss to Government from such delay arising out of the greater distance the casks have to be conveyed, as compared with their being landed at or close to Balooghât.

(4) Added to this, there is the risk of the repudiation of his liability by the brewer or his agents on the spot, should it appear there had been delay in transit and that the casks had not been taken away direct from the vessel at time of discharge.

(5) Further, there is the greater expense incurred by the longer distance travelled over and the cost of demurrage for the boats.

5. On the other hand, if the casks were landed by the Port Commissioners' tackle and put on the jetty head, there would be the landing charges as per fixed schedule to pay and the cost of loading, in addition to the cost of removal by cart for the same distance as by water, together with the exposure to the sun in course of removal, and equal risk from inability to hold survey, and possible repudiation of contract by brewers.

6. If, however, the casks are landed from vessels into boats at or near Balooghât, the removal by boat is short and the casks have but little exposure. If landed on to the Commissariat jetty they have simply to be rolled into the godown at Balooghât and stacked for survey.

7. As regards the Ordnance Department, on the grounds of expense there is the same objection to the landing of its stores at the Port Commissioners' jetties. It should, however, be noted that Ordnance stores, and, as a rule, Commissariat stores other than malt liquor, incur no risk from exposure, and that vessels lying at the jetties may discharge such stores over side into boats

without using the jetty appliances, and in such cases the departments concerned do not incur the landing charges payable for the use of the jetties. Ordnance and Commissariat stores of this class are usually sent out in small quantities mixed up with other general cargo; and, as it would put the vessel and the general body of consignees to great inconvenience, trouble, and expense if, for the convenience of the Commissariat or Ordnance Departments, the vessel were sent to Balooghât to discharge Government stores before going to the jetties to discharge the general cargo, we are of opinion that in such cases Government ought not to press for the vessel to be sent to the moorings at Hastings. Ships bringing malt liquor, which usually comes in large quantities, should, we consider, be sent to the moorings off the Commissariat premises on arrival, if the master of the vessel reports the malt liquor to be top cargo or after discharging her general cargo if the beer is stowed in the lower hold; the cost of moving the vessel in the latter case being borne by the Commissariat Department.

8. Looking, however, to the fact that the Commissariat jetty at Balooghât requires to be extended considerably and to be repaired and furnished with better appliances than it has, and also looking to the fact that the Ordnance jetty is only adapted to land goods from boats, it appears to us that it might be worth the consideration of Government to ascertain if the Port Commissioners would be willing to take over at a valuation the existing jetties and cranes, and provide suitable appliances in this part of the river, and, if so, on what terms; for Government should, in consideration of furnishing a site and the land, reserve the right of priority of use at

special rates to be fixed between itself and the Port Commissioners. Some such arrangement as this would enable Government to dispense with any establishment that may be now kept up for the working of the Commissariat and Ordnance cranes, as well as cost of building, extension, or maintenance of the jetties.

Another advantage would be that this would give the Port Commissioners a more direct authority over vessels with Government stores. If the jetties at Balooghât were under their control, the masters of such vessels could not under the Act take any exception to the moorings.

*Chamber of Commerce to Government of Bengal.*

*Calcutta*, 10*th January* 1874.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 4495 of the 20th ultimo and its enclosures, and to state in reply that the arrangements under which the Port Commissioners are conditionally prepared to relieve the Government of the jetties and cranes at Balooghât are likely to be attended with useful results to all interests concerned. Of course the Committee do not express any opinion on the financial conditions submitted by the Commissioners; their reply is necessarily limited to the advantages which the traffic of the port would derive from an extension of the Commissioners' operations and to the more efficient discharge of any business with

which the Ordnance and Commissariat Departments might be connected.

The Committee would, however, submit that it should be optional with vessels—and steam ships especially—partly loaded with Government stores and partly with general cargo—to discharge *general* cargo *first* at any available *town* jetty, and Government stores afterwards at the Balooghât jetty : because Government stores are generally stowed under other cargo, the landing of which at the more distant jetty would be attended with unnecessary inconvenience and expense to merchants.

After the discharge of her general cargo the vessel could be removed to the Balooghât jetty to land Government stores, and might remain there until she was ready to leave the port or required to make room for another vessel.

## JUTE WAREHOUSES.

THE rigorous enforcement of the Act under which Jute warehouses are licensed has been attended with much embarrassing inconvenience to some owners of such premises in the suburbs of the City, and the following representations to the Suburban and Howrah Municipalities will inform members of the grounds on which they endeavoured to obtain a relaxation of the Act. The former authority has shown every desire to see the pressure of the regulations lessened in instances where it might be reasonably permitted, and the Pre-

sidency Commissioner has also expressed himself in favor of removing unnecessary restrictions ; but the decision of the Government of Bengal, while dealing differentially with old and new warehouses, gives no present relief to the latter class, which will remain subject to existing restrictions until the municipal laws are brought under legislative revision.

*From Chamber of Commerce to the Vice-Chairman of the Municipal Commissioners for the Suburbs of Calcutta.*

*Calcutta, 17th November* 1873.

Under the provisions of the Jute Warehouse and Fire-brigade Act, No. II. of 1872, it is within the discretion of the Commissioners to grant licenses for premises for the preparation, storage or serewage of jute, jute-rejections, jute-cuttings, or cotton, provided certain conditions and restrictions are complied with.

The precautionary measures which the Act directs are unquestionably most proper for the material object of its introduction; and the Committee of the Chamber of Commerce would view with regret any departure from those conditions and restrictions which might defeat the purpose of the Act.

But it has been pointed out to them that balers of jute find it impossible to keep within the limits prescribed by Clause 1 Section 7 ; and that the process of

drying jute, which frequently reaches Calcutta in a very damp state, cannot be effectually conducted unless the material is sufficiently exposed to sun and air; and that the operation cannot be satisfactorily performed *within* the *covered* limits of a licensed warehouse. It follows therefore that if care be not taken to dry the jute thoroughly the fibre will gradually generate the elements of spontaneous combustion, and thus tend to create the very danger against which the Act is intended to provide.

The Committee are informed that in taking risks on premises containing loose jute or cotton the local Fire Insurance Offices only stipulate that none of it shall be left out *at night*, and that it shall be removed and stored after it has been dried; and it is suggested that the Commissioners may with safety relax the condition as regards drying in the open air during the day since it would not only render the operation more complete but largely lessen the risk of danger.

In the town of Calcutta where such danger is obviously greater the Act does not appear to be so rigorously enforced as it is in the suburbs where the risk is far less, and the Committee believe that their application does not involve any unreasonable abatement of its provisions.

*From Vice-Chairman of the Municipal Commissioners for the Suburbs of Calcutta to Chamber of Commerce.*

*Alipore, 24th November* 1873.

I have the honor to acknowledge the receipt of your letter dated 17th November having reference to certain

restrictions imposed on the owners of jute-screws and warehouses by Act II of 1872 (B. C.)

While personally I am quite of opinion that clause I, Section 7, if rigorously enforced, must operate harshly and impose a very serious obstacle to trade, and that it probably might cause the very danger which the Act was framed to avert, I am afraid that the Commissioners have no power to depart from the law, but must administer it as they find it, and that unless the Legislature can be induced to modify the clause in question, they would not be justified in allowing it to become a dead letter.

I may however mention that having for some time given the subject my consideration, and having discussed the matter with several gentlemen interested in the jute trade, it has been my intention to bring the matter before the Commissioners at a meeting in order that the question might be fully considered and that if the meeting coincided with me in considering such a representation necessary, that the question might be urged upon the Government of Bengal.

I shall therefore lay the matter before the Commissioners at their next General Meeting, and will also place your letter before them and I have no doubt that the opinion of the Committee of the Chamber of Commerce will have great weight, both with the Commissioners and with the Government.

*From Chamber of Commerce to the Chairman of the Municipality, Howrah.*

*Calcutta, 5th December* 1873.

I am desired by the Committee of the Chamber of Commerce to place in your hands the accompanying copy of a representation submitted by them to the Commissioners for the suburbs of Calcutta relative to the operation of the Jute Warehouse Act; and in requesting your attention to the point which the Committee have specially urged in that communication they trust it will be in your power also to permit such relaxation of the law as will enable the owners of screwhouses within the limits of your authority to conduct their business under a less rigorous application of the Act especially in such localities as in your judgment may be considered entitled to the relief applied for.

*From Secretary of the Howrah Municipality to Chamber of Commerce.*

*Howrah, 13th December* 1873.

I am directed to acknowledge the receipt of your letter of the 5th instant to the address of the Chairman, enclosing a copy of the representation, made by you to the Suburban Municipality asking them to relax certain provisions of the Jute Warehouse Act, and asking this Municipality to do the same.

2. In reply, I am to inform you that the Chairman would suggest that your representation be made to the

Legislative authorities, or to His Honor the Lieutenant-Governor as the chief of the executive. If the Chairman receives instructions from any official superiors, that he may exercise any discretion in applying the particular provision of the Jute Warehouse Act, he will of course do so. Otherwise he thinks he would not be justified in doing so.

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No. 26 M. M.

*From Commissioner of the Presidency Division to the Secretary to the Government of Bengal, Judicial Department.*

*Calcutta, January 28th,* 1874.

In continuation of my letter No. 17 M. M., dated November 6th 1873, I have the honor to submit herewith copies of a letter No. 17, dated January 8th 1874, and its enclosures from the Chairman of the Municipal Commissioners for the suburbs of Calcutta on the subject of Section 7 of the Jute and Fire Brigade Act II of 1872 B. C.

2. The Lieutenant-Governor will observe that the Section only applies to new jute warehouses to be established and not to houses that were used as jute warehouses before the passing of the Act. Under the concluding portion of Section 6 of the Act (and Section 10) a discretion is left to the Muncipal Commissioners as to which of the conditions in Section 7, other than the payment of an annual fee, shall be applied to the old warehouses, and as I am not quite certain from the

enclosed papers that this point is remembered, I will request the attention of the Chairman to it.

As regards new warehouses I think there is much in what is said in regard to the drying of jute, and I would modify the provisions in Clause 1 so far as to allow of jute being dried in the open air in the day time, *i. e.* between sun rise and sun set, in an enclosure surrounded by walls or masonry buildings, though it should not be allowed on the roofs of houses or in places open to the street or road.

4. In regard to the roofs (Clause 1 again) I would allow the ordinary solid beam roofs. I see no more danger from such beams than from wooden shutters to windows or from wooden doors.

5. The question of artificial light prohibited in Clause 3 is a more difficult one to deal with, but considering the undoubted danger of introducing such lights I would only allow the use of such lamps as can be completely closed and they should be so closed on penalty of forfeiting the license before they are brought into the building. It might perhaps be difficult or at least very expensive to give enough light with such lamps, but I do not think it would be safe to allow gas or any other exposed artificial light.

6. In my former letter I represented that the real effect of the Act has been the imposition of an export duty on jute, and recommended the revision of the scale of fees whenever the Municipal Acts are reconsidered. In the matters now brought to notice I am similarly in favor of removing every restriction on business connected

with the jute trade that can be removed consistently with a due regard of the main object for which the Act was passed, and if these concessions are granted I believe the attainment of that object will not be interfered with.

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No. 11 M. M.

*From Commissioner's Office, Presidency Division.*

*Calcutta, January 28th* 1874.

Copy forwarded to the Secretary, Bengal Chamber of Commerce, for information with reference to his letter to the Vice-Chairman of the Municipal Commissioners for the suburbs of Calcutta, dated November 17th 1874.

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No. 24F. B.

*From the Vice-Chairman of the Municipal Commissioners for the suburbs of Calcutta to Chamber of Commerce.*

*Alipore, 27th March* 1874.

With reference to your letter dated 17th November 1873, and my reply thereto No. 15 F., dated 24th November last, I have now the honor to forward for the information of the Committee of the Chamber of Commerce copy of letter No. 362 dated 12th February 1874, from the Offg. Under Secretary to the Government of Bengal, from which you will perceive that His Honor the Lieut-

enant-Governor of Bengal has declined to amend the existing Act for the regulation of jute warehouses.

I regret very much that the recommendations of the Municipal Commissioners supported by the Commissioner of the Presidency Division have not been complied with, but as such is the case, the Committee will see that the Commissioners have no option but to enforce the law as it stands and their Inspector will be instructed accordingly.

I may however state that I shall be ready to bring before the Commissioners and support any further representations of the Chamber on the subject and to press the same on the attention of Government.

I have no doubt the Chamber, as the direct representative of the Commercial interests involved, will take the necessary action in the matter.

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No. 362.

*From Offg.-Under Secretary to the Government of Bengal to the Commissioner of the Presidency Division.*

*Calcutta, 12th February* 1874.

I am directed to acknowledge the receipt of your letter No. 26 M. M. dated 28th ultimo with enclosures, and in reply to say that the Lieutenant-Governor agrees in the views expressed in paragraph 2 of your letter that the obligations under Clauses 1 to 7 of Section 7 of Act II of

1872 do not necessarily apply to the jute ware houses which existed at the time the Act came into operation ; and that the Commissioners of the Suburban Municipality can exercise their discretion as regards such warehouses.

2. With reference to your recommendation to relax the obligations complained of in reference to new warehouses, I am to state that as this question does not seem to the Lieutenant-Governor to press for immediate legislation it will be considered when the consolidation of the Municipal laws comes before the Legislative Council.

## REVISION OF THE CUSTOMS TARIFF.

THE Committee are unable to report any movement in this matter, as no reply has been received to their representation of 20th August last ; probably the Government have not had leisure to enter into a full consideration of the subject owing to other pressing claims on their attention ; but the Committee will not fail to avail themselves of the first favorable opportunity to reopen the subject.

In the meanwhile they place on record a memorial from the Manchester Chamber of Commerce to Her Majesty's Government relative to the duties levied on manufactured cotton goods imported into British India with the view to their abolition.

*From Manchester Chamber of Commerce to Bengal Chamber of Commerce.*

*Manchester, 29th January* 1874.

I beg to hand you, for the information of your Chamber, the annexed copy of Memorial on the Import Duties into India on Cotton Yarn and Goods, which has been addressed to the Right Hon. W. E. GLADSTONE, the First Lord of the Treasury, and to the Duke of ARGYLL, Secretary of State for India.

*To the Right Hon. W. E. Gladstone, M. P., &c. &c. &c., First Lord of Her Majesty's Treasury "The Memorial of the Directors of the Manchester Chamber of Commerce, by their Chairman,*

RESPECTFULLY SHEWETH—

"That the Cotton Manufacture of the United Kingdom, in regard to the vast capital invested and the great number of people dependent on it for subsistence, is probably the largest trade carried on, and any legislation which unnaturally interferes with its prosperity is worthy the serious consideration of Government;—

"That a very large portion of this great commerce is transacted with British India, and a great part of our mercantile marine is constantly employed in it;—

"That a fiscal duty of 3½ per cent. on yarn, and 5 per cent. on cloth, is now levied in India on the importation of British Cotton Manufactures, assessed on tariff rates fixed many years ago, when values ruled much higher than they do now, so that the duties thus levied actually

amount to about 4 per cent. on the present prices of yarns in India, and nearly 6 per cent. on cloth, and constitute a positive tax of at least 10 per cent. on the capital invested in Cotton Factories employed in manufacturing for India;—

"That the tax is now found to be absolutely prohibitory to the trade in yarn and cloth of the coarse and low-priced sorts, and your Memorialists are informed that it is proposed to import Egyptian and American raw cotton into India (no duty being charged thereon), to manufacture the finer yarn and cloth, which will thus compete with goods received from England on which duty is levied;—

"That a protected trade in Cotton Manufacture is now consequently springing up in British India, and an unsound commerce is being fostered in that country which will, sooner or later, cause embarrassment and distress to the native capitalists and workmen;—

"That the levying of such duties, when their effect is to afford protection to one portion of Her Majesty's subjects in India to the disadvantage of another portion in England, with whom they are brought into competition in trade, is inconsistent with the commercial policy of this country, and subversive of the soundest principles of political economy and free trade;—

"That just in proportion as the protective duty stimulates the erection of Cotton Factories in India, it defeats the primary object of the tax as a source of revenue, by encouraging the production of Goods in India to the exclusion of British Manufactures, on which alone the impost is levied;—

"That the inevitable tendency of any trade nursed and fostered by protection is to divert capital and labour from the natural channels into which they would otherwise be more beneficially turned;—

"That the said duties are increasing the cost to the native population—or at least to the poorest of the people—of their articles of clothing, and thereby interfering with the health, comfort, and general well-being of the Queen's Indian subjects.

"Your Memorialists therefore pray, that having regard to the reasons set forth above, an early consideration may be given to the subject of the duties now levied on Yarns and Manufactured Goods on import into India, with a view to their abolition.

"And your Memorialists will ever pray."

## *From Bengal Chamber of Commerce to Manchester Chamber of Commerce.*

*Calcutta, 13th March* 1874.

The Committee of the Bengal Chamber of Commerce desire me to acknowledge the receipt of your circular letter of 29th January annexing, for their information, copy of a memorial presented by the Manchester Chamber to Her Majesty's Government relative to the abolition of Customs duties on Cotton yarn and manufactures imported into British India.

## Proposed reduction of holidays at the annual Doorga Pooja Festival.

In attention to the instructions conveyed to your Committee by a resolution of the Chamber at the last General Meeting, the following representation was submitted, on 6th January, to the Government of Bengal, with reference to the holidays observed on the occasion of the Hindoo Festival of Doorga Pooja.

No reply has yet been received.

*Chamber of Commerce to Government of Bengal.*

*Calcutta, 6th January* 1874.

The extreme inconvenience to which the traffic of the port is exposed by interruption to business caused by the Doorga Pooja holidays has been long felt by the commercial public; remonstrances against the system have been frequently made to the Chamber, and the subject was prominently brought to notice a few days since with a request that the Government should be addressed in the hope of some plan being adopted by which the grievance complained of might be redressed.

I am accordingly desired to submit the matter for the consideration of the Hon'ble the Lieutenant-Governor.

The question of curtailing the numerous holidays, 38 in number, to which the natives had been long accustomed,

came before the Chamber in 1860, and after a lengthened correspondence and the appointment of a special Commission to consider and report upon the matter the Governor General in Council issued a Notification—No. 64 of 15th April 1862—limiting the number of close holidays during the year to 27, of which 12 were taken up by the Doorga Pooja vacation.

With regard to the days sanctioned by Government for the Doorga Pooja holidays it is right to state that the Commission of 1860 recommended that immediately following the *four* days observance of that occasion a general holiday of *ten* days longer should be allowed by Government to all classes—making the whole holiday extend over 14 days: and that the long vacation at that period is therefore attributable less to the time actually required for the celebration of the Hindoo festival than to the extension of time which all classes obtained for general relaxation.

In 1867, 2 other holidays were added by order of Government in consequence of a representation by the native community that they were essential to the performance of their religious ceremonies; but the Chamber was opposed to that extension on the ground of those two special days having been advisedly omitted, when the revision took place in 1860, as not being indispensable to such purposes.

There has been no change since in respect of these public holidays; but there has been a material change in the circumstances of the trade of Calcutta which, it is submitted, calls for protection at the hands of Government

against the serious disability under which that trade lies during the enforced observance of the Doorga Pooja holidays.

The Committee of the Chamber desire to assure the Lieutenant-Governor that neither on the part of themselves nor of the European Merchants of Calcutta is there the slightest wish to deprive their native fellow citizens of a single day which may be devoted to religious requirements, and the continued toleration of the long vacation arising out of the Doorga Pooja holidays testifies to their desire not to unduly restrict the leisure which the Hindoo community consider essential to the performance of ceremonial rites at that annual festival.

While the intervention of an occasional holiday is a matter of no material moment, the suspension of business for an entire fortnight is a most serious interference with the operations of merchants, and its consequences are so exceedingly mischievous that all interests thereby affected appeal to the authority of Government for the introduction of arrangements which shall admit of the ordinary traffic of the port being conducted with the least degree of obstruction and inconvenience.

The practical results of such a compulsory cessation of work can scarcely be detailed; but broadly speaking the import and export trade is at a stand still, the tonnage of the port suffers to the extent which loss of time involves, and the detention of steam vessels especially is attended with expenses which add materially to the heavy cost incurred in maintaining them.

The partial opening of the Custom House for 2 or 3

days immediately after the holidays is a considerate concession on the part of the Collector to shippers of cargo—to whom that privilege is limited—who gladly avail themselves of the opportunity of completing their engagements, and vessels whose loading may have been far advanced can manage to get away: but ships and steamers arriving on the eve of the holidays and the consignees of *their* cargoes are powerless to move. To them the Custom House is absolutely closed, and the facilities and conveniences ordinarily afforded by the jetty arrangements of the Port Commissioners are consequently unavailable.

The Commissioners do indeed permit vessels moored at their jetties to discharge, but consignees of such discharged cargo cannot obtain delivery in the absence of Customs passes, and the loss and inconvenience importers suffer by their inability to get possession of their consignments are aggravated by the increased delay caused by the block of business and confusion and difficulty which accompany the resumption of business.

The Committee do not venture to suggest any measure that shall in any way deprive the native community of the right to set apart a certain season for the ceremonies of their religion; and although they believe it is not impossible to arrange for the continuance of public and private business by a relay of labor, at mutually convenient intervals, secured by extra remuneration, they do not advocate a system of work dependent on partial service available by inducements inconsistent with a declared necessity for the cessation of work and attendance on ordinary official duties.

At the same time the Committee cannot ignore the claims of commercial interests or the sacrifices involved in the suspension of business during the long period of the Doorga Pooja vacation: and while on the one hand they acknowledge the right of the native community to holidays essential to their avowed purposes, it is their duty, on the other hand, to recognise the requirements of trade and to endeavour to remove embarrassing hindrances and impediments in its way.

In the judgment of the Committee that twofold object can be obtained by curtailing the holidays on the occasion of the Doorga Pooja festival to the number absolutely required for its observance. In former times *four* days only were devoted to that ceremonial, and it is presumed that number still suffices: and allowing ample time for distant journeying by rail (an advantage limited in 1860 to a trip to Rajmahal—some 200 miles from Calcutta) it appears to the Committee that one week would be a liberal allotment of time.

No class privilege would be abrogated by such limited duration of holiday leisure, and the grievance now complained of by the mercantile community would be redressed by the reduction of an enforced period of inactivity to an unavoidable minimum.

## The Chamber's Tonnage Schedule, as regards measurement of Jute, Cotton, &c.

THIS vexed question has been so thoroughly discussed during the last six months that it is unnecessary for the Committee to enter into any expression of opinion on its merits. At the Special General Meeting of the Chamber held on the 21st February last it was resolved that the further consideration of the scheme recommended by the Special Committee be postponed for four months; that time will expire on 21st of next month, when it is to be hoped some arrangement will be adopted to the satisfaction of all interests.

The proceedings of the Chamber and of the Special Committees will be found in the following pages.

*To the Chairman and Members of the Bengal Chamber of Commerce, Calcutta.*

GENTLEMEN,

The undersigned shipowners of the Port of London engaged in the Calcutta Trade forward for your consideration the accompanying statement of proceedings of a public meeting, held on the 21st November, respecting your late alteration in the tonnage schedule, as it affects the measurement of cotton and jute at the screw-houses.

We are of opinion that you will reconsider your late resolution, and acquiesce in the unanimous desire expressed at the meeting, and amend the system of measuring jute and cotton for shipment, which at present is most unfair and injurious to shipowners, and calls for immediate redress.

We are, Gentlemen,

Your most obedient Servants,

George L. Munro, *Chairman of the General Shipowners' Society.*
Anthony George Robinson, *Deputy Chairman.*
Peninsular and Oriental Steam Navigation Company, Per Alexr. Bethune, *Secretary.*
Merchant Shipping Company, Limited, Per Alfred Wallen, *Secretary.*
Henry Green.
John Allan and Sons.
Gilmour, Rankine, Strang and Co.
George Marshall and Sons.
Thomas and Wm. Smith.
W. H. Tindall.
Montgomerie and Greenhorne.
Houlder Brothers and Co.
Gosman and Smith.
Devitt and Moore.
Park Brothers.
Shaw, Maxton and Co.
George L. Munro and Co.
Alex. Howden and Co.
Temperleys, Carter and Darke.
John Lidgett and Sons.
Shaw, Saville and Co.

George Duncan and Co.
Thomas Skinner and Co.
Gellatly, Hankey, Sewell and Co.
Chas. M. Norwood.
Tatham and Co.
Henry Ellis and Sons.
John Holman and Sons.
Thos. B. Walker.
Haviside and Co.
Livingston, Briggs and Co.
Jas. Shepherd and Co.
Thos. Bilby and Co.
Thos. Wilson, Sons and Co.
Liston, Young and Co.
Donald, Currie and Co.
Pro James P. Corry and Co., *Belfast*, Mills and Milne.
Stephens and Grellier.
Smith, Bilborough and Co.
Scrutton Campbell.
Galbraith, Stringer, Pembroke and Co.
John James Holdsworth.
John Wills and Son.
Robert L. Hunter.
Adamson, Ronaldson and Co.
Watts, Milburn and Co.
Glover Brothers.
J. and R. Grant.
Thos. Stephens and Son.
McDiarmid, Greenshields and Co.

LONDON, *December* 1873.

At a meeting of shipowners engaged in the Calcutta Trade, held on the 21st November 1873, at the Offices of the General Shipowners' Society, London, to take into consideration the recent alteration in the tonnage schedule of the Bengal Chamber of Commerce, whereby it has been made compulsory to take the measurement of cotton and jute at the screw-houses, &c.—

GEORGE LAWSON MUNRO, ESQ., *in the Chair.*

The Chairman having explained the objects of the meeting, the following resolutions were unanimously adopted:—

Moved by C. M. Norwood, Esq., M. P.
Seconded by George Marshall, Jun., Esq.

"That in order to carry out the views of shipowners "as to the fair measurement of jute, cotton, and similarly "packed goods, this meeting resolves to instruct their "Agents at Calcutta not to accept any such freight mea- "sured at the screwhouses, but that the measurements "be taken by qualified measurers (chosen by both parties), "either alongside, or on the ship's deck, or at some one "convenient central spot; and that the above system "should take effect on and from 1st February 1874."

Second Resolution—

Moved by George Duncan, Esq.
Seconded by W. H. Tindall, Esq.

"That this meeting resolves that they will require "their Agents in Calcutta to again bring this matter "before the Chamber of Commerce and support the "shipowners in carrying out the above resolution; and "that these resolutions be submitted to the several ship-

"owners in London engaged in the trade for their ap-
"proval and signature."

GEORGE L. MUNRO,
*Chairman.*

At a meeting of shipowners engaged in the Calcutta Trade, held on the 26th November 1873, at the Offices of the Liverpool Shipowners' Association, to take into consideration the tonnage schedule of the Chamber of Commerce—

JAMES MACDONALD, ESQ., *in the Chair.*

*It was unanimously resolved, on the motion of* JAMES BEAZLEY ESQ., *seconded by* F. A. CLINT, ESQ. :—

That, in order to carry out the views of shipowners, as to the fair measurement of jute, cotton, and similarly packed goods, this meeting resolves to instruct their Agents at Calcutta, not to accept any such freight measured at the screwhouses, but that the measurements be taken by qualified measurers (chosen by both parties,) either alongside or on ship's deck, or at some one convenient central spot, and that the above system should take effect on and from 1st February 1874.

*And on the motion of* ROBERT RANKIN, ESQ., *seconded by* PETER STUART, ESQ. :—

That this meeting resolves that they will require their Agents in Calcutta to again bring this matter before the Chamber of Commerce, and support the shipowners in carrying out the above resolution, and that these resolutions be submitted to the several shipowners in Liver-

pool, engaged in the trade, for their approval and signature.

Jas. Macdonald, *Chairman, Liverpool Shipowners' Association.*

For British and Eastern Shipping Co., Limited, Jas. Macdonald, *Managing Director.*

For the British Shipowners' Co., Limited, W. T. Banks, *Secretary.*

James Beazley.
Rankin, Gilmour and Co.
Nelson and Co.
Henry Fernie and Sons.
Nicholson and McGill.
Moran, Galloway and Co.
C. S. Lemon and Co.
Ismay, Imrie and Co.
Mackinnon, Frew and Co.
James Malcolm.
Stuart and Douglas.
Thomas Royden and Sons.
Richard Nicholson and Sons.
Williamson, Milligan and Co.
Allan Brothers and Co.
And. E. Byrne and Co.
John S. De Wolf and Co.
C. W. Kellock and Co.
Donald Kennedy and Co.
S. R. Graves and Sons.
Willis and Co.
Brooke and Worthington.
Jas. Poole and Co.
L. H. Macintyre and Co.

Geo. Warren and Co.
Eyre, Evans and Co.
McDiarmid, Greenshields and Co.
Lamport and Holt.
Shallcross and Higham.
Hargrove, Ferguson and Jackson.
H. N. Hughes and Nephew.
C. T. Bowring and Co.
Leech, Harrison and Forwood.
Clint and Co.
Wm. Killey and Co.
C. G. Cowie, Son and Co.
Francis Boult and Co.
G. H. Fletcher and Co.
Jos. Heap and Sons.
Geo. Smith and Sons.
James and Alex. Allen.
John H. Watt.
Aitken, Lilburn and Co.
J. and R. Young and Co.
Thomas Skinner and Co.
Watson Brothers.
Allan C. Gow and Co.
J. and A. Roxburgh.
} *Of Glasgow.*
James P. Corry and Co., of Belfast, by authority Robert Rankin.
Stoddart Bros.
W. and R. Wright.
R. Alexander.
Thos. and Jas. Harrison.
Farnworth and Jardine.
Balfour, Williamson and Co.

# ABSTRACT OF PROCEEDINGS OF A SPECIAL GENERAL MEETING OF THE BENGAL CHAMBER OF COMMERCE,

*Held on Saturday the 24th January* 1874.

The Hon'ble H. H. SUTHERLAND, *President,* in the Chair.

The Chairman addressed the meeting as follows :— Gentlemen,—As you are aware from the circulars that have been issued, and from the advertisement which has just been published, this meeting is convened in compliance with a requisition addressed to the Committee by five members of the Chamber. I will read the requisition :—

" Messrs. the Committee of the Bengal Chamber of Commerce.

Gentlemen,—We hereby request you, under Rule 17 of the Regulations of the Chamber, to convene a special general meeting for the consideration of the resolutions adopted at the meetings of the shipowners in London and Liverpool, with a view to the alteration of the present tonnage-schedule.—We are, Gentlemen, your obedient Servants, Turner, Morrison and Co., Macknight, Anderson and Co., Schoene, Kilburn and Co., Peel, Jacob and Co., Crooke, Rome and Co,—Calcutta, January 16, 1874."

I need not enter into the vexed question that will form the subject of your consideration to-day. The history of what has taken place here in regard to the revision of the tonnage-schedule of the port is well-known to you. Before, however, I call upon the gentle-

men who signed the requisition to state their views, as they doubtless are prepared to do, I would say, on behalf of your Committee, that we had anticipated the present action in the matter, and at our last meeting decided to issue to the members the copies of communications received by the Chamber from shipowners of London and Liverpool. We only received the official communications two days before our last Committee meeting. We took prompt action, and in this we only paid the deference justly due to the influential names appended to the London and Liverpool letters. The reference for the opinion of members by circular now takes the shape of this general meeting in consequence of the requisition, and I would now call upon any member of the five firms to lay their views before the Chamber.

Mr. Temple Wilcox thereupon rose to propose the following resolution :—

"*That in accordance with the resolutions of shipowners in London and Liverpool, measurements of jute, cotton, and similarly packed goods, be taken by qualified measurers, to be appointed by the Chamber of Commerce, either alongside, or on the ship's deck, or at some one convenient central spot, and that the above system should take effect on and from the 1st May next.*"

Mr. W. R. Brown seconded the resolution.

Mr. J. F. Rutherfoord spoke of the difficulty and inconvenience of measuring jute, cotton, and similarly packed goods either on deck or alongside, and thought that the question should be referred to the Committee. He accordingly proposed the following amendment :—

*"That the following scheme be considered by the Committee of the Chamber of Commerce, with power to add to their number for this special occasion, for report to a general meeting as early as possible :—*

*"That the Port Commissioners be requested to appoint sworn measurers, and distribute them through the port in the manner following :—*

| | | |
|---|---|---|
| *Cossipore, from the northern limit of the port to the Circular Canal* | ... | *One* |
| *Circular Canal to Aheeretollah Ghat* | ... | *One* |
| *Upper Strand Bank Wharf* | ... | *One* |
| *Lower Strand Bank Wharf* | ... | *One* |
| *Howrah side of port* | ... | *One* |
| *Jetty enclosure when ready* | ... | *One* |

*"The above subject to modifications at the discretion of the said Commissioners.*

*"That in dry weather all measurements be taken on the wharf preparatory to the cargo being loaded into boats or over a jetty in the Port Commissioners' enclosure.*

*"That in wet weather the chief executive officer of the Port Commissioners may order measurement at such European press-houses only as are on the river side.*

*"That the Port Commissioners levy a charge of Rs. 2 per 100 bales from each ship going to sea with jute or cotton or similarly packed articles.*

*"That the measurers' figures be final. The chief executive of the Port Commissioners to be the sole referee in case of unsatisfactory measurement".*

Mr. Rutherfoord went on to say that the question was, who should pay for the measurement? He thought that as it would manifestly be to the advantage of shipowners it was right that they should bear the expense, which was very small, Rs. 2, per 100 bales. He concluded by moving that the whole matter be referred to the Committee.

Mr. Bullen Smith seconded the amendment. He said that measurement alongside of ships was impracticable in a port like this, and that measurement in some central spot was equally impracticable, considering the vast area over which their measurement operations extended. Generally speaking, he would object to the resolution. Referring then to the proposal of appointing the Port Commissioners as referees in case of unsatisfactory measurement, he thought that this was a good system, and would give general satisfaction, as that body would hold the scales equally between shipowners and ship agents. As regards the fee, he thought that shipowners should bear it, and said that it was very small considering the great advantage they would reap.

Mr. Murray supported the amendment.

The Chairman here read both the amendment and the resolution, and put them to the vote in the usual order. The amendment was carried by a large majority.

Mr. Bullen Smith, with the leave of the President, drew the attention of the meeting to the fact that the proposed system had given the greatest satisfaction in Bombay where it had been in force for the last three years.

# ABSTRACT OF PROCEEDINGS OF A SPECIAL GENERAL MEETING OF THE BENGAL CHAMBER OF COMMERCE,

*Held on Saturday, the 21st February* 1874.

The Hon'ble H. H. SUTHERLAND, *President,* in the Chair.

A special general meeting of the Bengal Chamber of Commerce was held on Saturday last at the rooms of the Chamber for the purpose of submitting the proceedings of the Special Committee regarding the measurement-scheme proposed at the meeting of the 24th ultimo. A large number of gentlemen were present.

The Hon'ble H. H. Sutherland, President, asked the meeting whether they wished the report to be read, or whether the same should be taken as read, as it had been duly circulated. The sense of the meeting being that the report should be read, the President called upon the Secretary to read the same.

Mr. Wood thereupon read the proceedings, which ran as follows :—

*Proceedings of a Special Committee of the Bengal Chamber of Commerce held on Saturday, the 31st January* 1874.

The following members were present :—

The Hon'ble H. H. Sutherland, *President,* in the chair :

F. G. Eldridge, Esq., the Hon'ble B. D. Colvin, Messrs. T. A. Apcar, T. A. Vlasto, F. Eisenlohr, W. Duncan, J. F. Rutherfoord, H. Rhodius, T. Willcox, T. L. Watson, G. M. Sturthers, H. S. Cox ; and Mr. Duff

Bruce, Vice-Chairman of the Port Commissioners, attended at the Committee's invitation.

Before entering into a discussion of the subject for the consideration of which the meeting had assembled, the Chairman submitted a letter from Messrs. F. W. Heilgers and Co., who suggested the advisability of amending the Tonnage Schedule as far as the weight of bales of cotton, jute, &c., is concerned,—300lb. being no longer the standard weight in use in the Port.

The meeting was of opinion that the question raised by Messrs. F. W. Heilgers and Co., was beyond their power to consider, and that it was not competent to entertain it: but it was pointed out by some of the Committee that the reference was made under a misapprehension of the tonnage schedule, which, in a foot note, merely explains that jute, &c., are packed in bales varying from 300lb. to 400lb.

Mr. Rutherfoord's scheme of measurement having been generally discussed, the following resolutions were submitted:—

Proposed by Mr. Vlasto,

Seconded by the Hon'ble Mr. Colvin,

1.—*That in terms of the first part of Mr. Rutherfoord's proposal the Port Commissioners be requested to appoint sworn measurers and distribute them through the Port as may be hereafter determined.*

Carried unanimously.

Proposed by Mr. Rutherfoord,
Seconded by Mr. Eldridge,

2.—*That in dry weather all measurements be taken on the wharf preparatory to the cargo being loaded into boats or over a jetty in the Port Commissioners' enclosure.*

Amendment.
Proposed by Mr. Willcox,
Seconded by Mr. Duncan,

*That measurement be taken alongside the ship or on deck.*

The original resolution was carried by a majority.
Proposed by Mr. Rutherfoord,
Seconded by Mr. Eisenlohr,

3.—*That in wet weather the Port Commissioners may order measurement at such steam or hydraulic press-houses as they may determine.*

Carried by a majority.
Proposed by Mr. Eldridge,
Seconded by Mr. Eisenlohr,

4.—*That such allowance as may be decided by a Sub-Committee to be appointed shall be made to the ship in excess of the actual measurement taken at any screw house.*

The resolution was negatived.
Proposed by Mr. Rutherfoord,
Seconded by Mr. Vlasto,

5.—*That the Port Commissioners levy from each ship going to sea with jute or cotton or similarly packed articles such charge per* 100 *bales as may hereafter be found necessary to cover the expense.*

Resolution carried by a majority.

Proposed by the Hon'ble Mr. Colvin,
Seconded by Mr. Eldridge,

6.—*That the Port Commissioners be requested to draw up such rules as may be necessary for carrying out the system of measurement by sworn measurers, and to submit the same to the Committee of the Chamber of Commerce for consideration.*

Carried by a Majority.

PROCEEDINGS OF THE SPECIAL COMMITTEE HELD ON SATURDAY, THE 7TH FEBRUARY 1874.

The following members were present :—

The Hon'ble H. H. SUTHERLAND, *President*, in the chair:

Messrs. F. G. Eldridge, J. R. Bullen Smith, T. A. Apcar, T. A. Vlasto, F. Eisenlohr, W. Duncan, J. F. Rutherfoord, H. Rhodius, T. Willcox, T. L. Watson, and G. M. Struthers.

The minutes of proceedings of last meeting as above recorded were read and confirmed.

Mr. Temple Willcox submitted the following letter, and proposed that it be recorded as a part of the proceedings of this meeting.

Mr. T. A. Apcar seconded the proposition, which was carried unanimously.

*Calcutta, 4th February* 1874.

H. W. I. WOOD, Esq.,

*Secretary, Chamber of Commerce.*

Dear Sir,

*Referring to the copy of the proceedings of the Special Meeting held on 31st ultimo, enclosed in yours of yesterday, I shall be obliged by your placing on record my opinion, as expressed at that meeting "that as the resolutions carried contain no guarantee that the bales which will be measured by the sworn measurer will be sent to the ship or that the present system of "dummy" bales will be remedied, shipowners will not consent to be taxed for the support of a scheme from which they will derive no benefit.*

*Yours faithfully,*

Temple Willcox.

Mr. J. F. Rutherfoord then proposed, and Mr. J. R. Bullen Smith seconded.

*That the following resolution be adopted as a reply to the foregoing letter, and accepted as the opinion of this meeting for embodiment in the Committee's report.*

Carried by a majority.

*Dummy Bales are of two sorts.*

1*st. Those of light weight and thus compressed into very small bulk,*

2*nd. Those of proper weight, but through extra labor*

*and care compressed into greater density than the remainder of the parcel intended for shipment.*

*These dummy bales have been the natural offspring, at dishonest capstan screws, of the measurement rules hitherto in force, which provided that the representatives of the ship and of the screw should each select an equal number of bales for measurement, the average of the two selections being taken to express the actual measurement of the shipment. When measurement has been taken elsewhere than on the wharf the temptation to dishonest screwers not to part with their dummy bales has often been found insuperable, and the dummies did duty as representing the screwer's selection more than once.*

*In the measurement scheme passed by the Committee the sworn measurer alone will select bales for measurement: there will be no pitting of big bales against little bales by the representatives of different interests; and all bales will be measured at the wharf, except in wet weather at such steam or Hydraulic Press Houses whose well earned reputation for honesty the Port Commissioners may confide in. Gunny Cloth has been measured at the Borneo (Bernagore) Co.'s Mills since their trade commenced. Have dummy bales been heard of there? Have any bales measured there not been shipped? For the Jute season of* 1874 *there will be in operation in Calcutta* 62 *Hydraulic presses, of which* 24 *are of Watson's and not less than* 22 *are of Nasmyth's Patent. Dummy bales in connection with these presses are an absurdity, for they can compress fibre ordinarily to a density exceeding that of Linseed, and the Commissioners, with the police of the Port under their control, may be trusted to prevent the substitution at the wharf of other bales for those once measured.*

*Although for facility of collection, and because it would be unfair to tax Hydraulic Presses which do not err in the matter of slack bales, it is proposed to levy the measurement tax on shipowners, the tax will eventually fall on the consumer of the raw material, for Jute is a monopoly of Calcutta, and with the large choice of other cargo here, embracing Linseed, Hides, Tea and other case goods, the shipowner can regulate the freight on Jute minus the measurement fee to the equivalent of the freight on other articles not subject to such fees.*

Proposed by Mr. F. G. Eldridge,

Seconded by Mr. J. R. Bullen Smith,

*That in the opinion of the majority of this Committee the scheme which they herewith recommend to the members of the Chamber is the fairest to shipowners, shippers and owners of screw houses that can be adopted, and at the same time prove feasible in actual practice.*

Carried by a majority.

CALCUTTA,
*9th February* 1874.

H. W. I. WOOD,
*Secretary.*

The President, in submitting the report, said that the Special Committee thought it right to lay before the Chamber simply the record of what took place at their two meetings, without inserting in the report any remarks of their own. It would be seen that at the first meeting five resolutions were passed, but unfortunately only one of these, the first, was unanimous. The others

were only carried after a vote by a majority. At the second meeting the same differences of opinion prevailed, and the two resolutions then adopted were, as before, arrived at by a majority of votes. He might state that the majority was a very decided majority, and further informed the meeting that efforts were made both at the Special Committee meetings and subsequently to bring together the shipping and shipowning interests. These efforts hitherto have not been successful. He was sure they should all be very glad if a satisfactory arrangement could be brought about to-day. He would say, however, for himself—and the opinion was shared by many others—that no equitable or permanent settlement of the measurement question could be effected by passing resolutions in the face of a dissenting minority—resolutions which, he submitted, the Chamber would be powerless to enforce. He need not remind the meeting, in connection with this very subject, that one of their past decisions was a dead letter, and he thought the Chamber should be most careful to avoid attempting to pass laws and regulations that it could not carry into practice. In saying this, he did not wish to be understood as favouring the views of the minority in the Special Committee: these, in his humble opinion, were impracticable. He should have thought rather that Mr. Rutherfoord's resolutions presented a fair basis for a settlement. This opinion, however, was not shared by all; the minority dissented, and, as he understood, protested against their adoption; and they had to remember, besides, that there are in Calcutta influential ship-agents and shippers who are not members of the Chamber, and in regard to one of these he had authority to state to the meeting that Messrs. Gladstone, Wyllie

and Co. are willing, as things stand at present, to fall in with any arrangement embracing—

1. Measurement at the wharf.

2. By sworn measurers.

3. Half cost of measurement to ship, half to shippers.

He should be very glad if such a settlement could be made, but failing it, he would venture to recommend to the meeting that the question stand as it is, unsatisfactory in some respects though the position be, rather than press a change which would not be acceptable to all, and would not be generally adopted.

Mr. Temple Willcox proposed "*that measurement be taken alongside or on the deck of the ship by sworn measurers,*" and moved that the following remarks be placed on the records of the Chamber: "Referring to the twelve gentlemen—exclusive of the President, who, I believe, is interested neither in ships nor screws—of whom the Committee was composed, and whose report, carried by a majority at the meeting has now been placed before you, I wish to point out the preponderance of 'press' interest which existed thereat. Messrs. Rutherfoord, Watson, Vlasto, Eisenlohr, Struthers, Cox, and Rhodius, are all largely connected with screws, mostly worked by Nasmyth's or Watson's Patents. The Hon'ble Mr. Colvin's firm has, or very recently had, presses of their own. Mr. Eldridge is a large shipper of jute and jute-butts to America, and whose interests are consequently indirectly affected by the measurement question. And

there remain only Messrs. Apcar, Duncan, and myself, who are not so interested. Is it therefore to be wondered at that each resolution contained in the Committee's report was carried, and the only proposition, No. 4, being in the ship's favour, negatived, by a majority? With regard to that portion of Mr. Rutherfoord's resolution recorded at the second meeting of the Committee, which runs as follows: 'Dummy bales in connection with these presses are an absurdity, for they can compress fibre ordinarily to a density exceeding that of linseed, and the Commissioners, with the police of the port under their control, may be trusted to prevent the substitution at the wharf of other bales for those once measured.'—I cannot acknowledge that he has made out a case. For these reasons;—the hydraulic presses can turn out bales by extra care and pressure, measuring 45 feet and under, and in damp weather, owing to the peculiar nature of the jute, similar bales can be produced without the aid of any excess strain. This I can illustrate by the following result, experienced recently at one of the presses during the late heavy rains at the beginning of this month. A pressure equal to 450 tons on the bale was only necessary, whereas in the dry cold weather one equal to 1,300 tons was requisite, thus showing that in a moist atmosphere about one-third of the power only is expedient as compared with the dry season. In each of the above instances the same quality of article was pressed, and the bales produced were of equal size, say 1 foot 8 inches in depth; they were jute-cuttings. Another fact I wish to place before you is, that although the hydraulic presses are owned by European Firms or Companies, it is usual to have, and I believe they all adopt the plan of having, native contractors, who supply the ropes and workmen,

and have to guarantee the measurement. Now, if the press, when working, is not run up to the proper point, there is a great saving of time to these contractors, and they can consequently turn out a larger number of bales during the day; and another inducement for them to press in this way is, that weaker lashings suffice, thus conducing largely to their profit. I am told, upon the best authority, that in this manner the contractors can realize one anna per bale out of the lashings, and about twenty bales per day, extra, from each press. Thus a good fund is provided for dispensing *baksish*. In another part of his resolution Mr. Rutherfoord says: "When measurement has been taken elsewhere than on the wharf, the temptation to dishonest screwers not to part with their "dummy" bales has often been found insuperable, and the "dummies" did duty as representing the screwer's selection more than once. Now, considering that so firm and brick-like are the bales that have undergone hydraulic pressure on a damp day, that some of them will not expand or change shape even if the ropes are taken off, is it so very absurd to suppose that these native contractors do not arrange to retain a number of these bales for the purpose of measurement? I have been told that not only is it not absurd, but that the system is in actual practice; as Mr Rutherfoord admits of the hand-pressed 'dummies,' so do the hydraulic ones do duty more than once. These are facts that I have stated, and it is possible that the 'majority' who carried No. 3 resolution were not acquainted with the malpractices of employés in press-houses. Mr. Rutherfoord's assertion that the bales measured at the wharf will not be substituted is a very slender one, but perhaps the less said of the police of the port the better. I cannot agree with his remarks

either as regard the ease with which the shipowner can regulate his freight, for very often there is no other cargo offering but jute for sailing vessels, and at other times to attempt to regulate the rate of freight of jute by that of other goods would entail a delay of months to the ship. The foregoing remarks have treated of hydraulic screwed bales only, as the system employed at the hand-presses is too well known to need any allusion. I do not consider that the proposition from the Committee, which is now before you, contains any improvement on the present system of measurement, for no plan is suggested for removing the obnoxious dummy even on the wharves, for some of the ghâts at which jute is shipped are not large enough to hold 50 bales, but, on the contrary, a premium is attempted for a continuation of the present system by ruling that measurement shall be taken at certain screws in wet weather. The desire to saddle shipowners with the expenses entailed by such a scheme as has now been proposed is, I think, preposterous, and against which, as a ship-agent, I strongly protest. As the only certain means of ensuring justice to all parties, I have therefore again to propose '*that measurement to taken alongside or on the deck of the ship by sworn measurers.*'"

Mr. T. A. Apcar seconded the above resolution.

Mr. Eldridge said:—Mr. Chairman and Gentlemen,—It was not my intention to have taken part in the debate on the question before us to-day, but, after the extraordinary nature of the remarks just read by Mr. Willcox, I feel compelled to reply to the attack which he has made upon some of the members of the Special Committee, including myself. It is true that I am a large ship-

per of jute and butts, but I am also a ship agent, and may add I have no interest whatever in any press-house in Calcutta, and I believe a large majority of you who are here to-day, as well as the members of the Chamber generally, occupy the same independent and disinterested position. We buy our jute with measurement guaranteed ; calculate our cost accordingly, and if the measurement is in excess it is nothing to us. Mr. Willcox refers to a resolution offered by me, and seconded by Mr. Eisenlohr (I think it is No. 4 in the report), and would give you the impression that it was not carried owing to the bias which he intimates influenced the gentleman to whom he particularly refers ; whereas not only did he vote against it, but also Messrs. Apcar and Duncan, I believe ; had they given it their support, it would have been carried. I regret that I am compelled to differ from our Hon'ble President in his suggestion that this meeting should take no action on the report of the Special Committee owing to the want of unanimity which prevails amongst the members with reference to the scheme proposed. The owners of ships, in their request to the Chamber that some action be taken to remedy existing evils in measuring cargo, suggested two plans—one being that the goods be measured alongside or on board-ship, and the other that they be measured at some central place on the river-bank. To all of you who are so thoroughly conversant with the difficulties which would accrue from attemping to carry out the first proposition, I need hardly say that it would be almost impossible to meet their views on account of detention, demurrage, &c, and I am sure you will all agree that it would be equally impossible to select any central spot for measurement. The Select Committee have therefore proposed to, virtually, meet the views of

the shipowners by having sworn measurers at different points on the bank of the river, but these gentlemen who seem disposed to constitute themselves champions of the shipowners go further, and will accept nothing but measurement alongside; thus asking more than the parties whom they claim to represent. Now, gentlemen, I think we are bound in justice to ourselves as Calcutta merchants to show that we are willing and anxious to do all that is fair and right to remedy existing evils, so far as may be practicable; and I feel that we should therefore adopt the Special Committee's report and let the shipowners see whence the opposition comes. If they approve of the stand taken by some of their representatives, we can then decline to take any further steps in the matter, and let the present state of affairs remain as they are.

Mr. Willcox said that Mr. Eldridge must be labouring under a mistake when he stated that he (Mr. Willcox) did not vote for No. 4 resolution, for he distinctly did so, as did also, he believed, Mr. Duncan. As regards Mr. Eldridge not being interested in the measurement question, Mr. Willcox thought that if the contractor from whom Mr. Eldridge bought his jute were to increase his price to meet any excess measurement, which he would doubtless do if correct measurements were taken and given, Mr. Eldridge would then soon find out that he *was* interested.

Mr. Bullen Smith said that his opinions on this measurement question were well known, and he rose chiefly to express his general concurrence in the excellent remarks which had fallen from his friend, Mr. Eldridge. He confessed that he had, even up to the time of entering

the room, been rather inclined to the opinion that it might be better not to press Mr. Rutherfoord's scheme in face of the strong opposition entertained towards it by some members, and which might result in its becoming an inoperative resolution, which was always to be deprecated. The remarks of the Vice-President had, however, altered his view, and he now thought with him that there would be a certain decided benefit in seconding the adoption of the Committee's report. It would show to those at home that although the last alterations in the tonnage-schedule had been carried by a large majority, there was, on the part of that majority, willingness to reopen the question, meet shipowners half-way, and endeavour to arrive at some reasonable adjustment. Mr. Bullen Smith earnestly urged upon the members present the importance of looking upon the present and other kindred matters which came before them as a Chamber in a broad and liberal spirit, with reference not so much to individual feelings and interests, as to what would be fair and equitable to the trade generally, and also feasible and workable under existing conditions of the port. He deprecated this being made so much a matter of sides, ship-agents *versus* shippers, as was displayed in the paper which Mr. Willcox had just read. To not a few present the matter probably applied, as it did to himself, from both points of view. The shipper of measurement goods to-day might be the consignee of a ship to-morrow; and in this spirit he would fain see the subject considered, rather than as a benefit to be gained by one party at a certain loss to another. To him, as to the Vice-President, it appeared that the representative of the shipping interest, if he might so speak of Mr. Willcox, was going rather beyond his brief, demanding even

more than his clients had asked or were disposed to be content with. He (Mr. Bullen Smith) fully hoped that to not a few shipowners the scheme recommended by the Committee would appear a decided change for the better; indeed, he felt sure that it would be accepted by some as a fair and equitable arrangement, if put properly before them, and accompanied by the necessary explanations as to what was possible in this port for the present. Shippers of produce were, no doubt, content with the practice as it now stood, and he thought it was to their credit that they had come forward when invited to reconsider the subject. He (the speaker) was by no means the advocate of shippers—they were quite able to defend themselves; but as a member of the Chamber he might perhaps ask Mr. Willcox how such a matter as this was ever to be satisfactorily settled if there was to be nothing of give and take? Without such, he could see no prospect of settlement, and it appeared that if Mr. Willcox had made up his mind to yield no single point, to insist on his whole demand or nothing, he could scarcely be surprised if the body of shippers fell back upon their existing position, and declined all further discussion with a view to change. Before sitting down, Mr. Bullen Smith said he must express the regret and surprise with which he had listened to Mr. Willcox's remarks as to the constitution of the official Committee by which Mr. Rutherfoord's scheme was considered, involving as these remarks seemed to do a censure on the Committee of the Chamber which he thought quite undeserved. This matter had been referred to the Committee for consideration and report, with special power to add to their number for this purpose; they had selected members whose services they considered would be

useful and advantageous, and it was a poor compliment to be told that they had confined, or nearly so, their selection to those whose opinions they knew all tended in one direction. It was hardly fair either that members not belonging to the Chamber's Committee should, after giving time and trouble for a special object, come here, and be roundly told that they were all biassed, and that their consideration, so called, had been practically the mere record of a foregone conclusion. Such expressions were not calculated to promote the harmonious working of the Chamber, and he much regretted they had been made.

Mr. Willcox explained that he did not intend to make any insinuations, but had Mr. Bullen Smith been present at the first meeting of the Committee, he would have seen the animus which had been displayed. He also said that the remarks he had made were called for to rebut any wrong impression which Mr. Rutherfoord's statement might convey to the minds of the people at home. He rather believed that as the majority of the members of the Special Committee were largely interested in the question they were naturally prejudiced against his remarks.

Mr. Rutherfoord said :—Although I have no objection to Mr. Willcox's written address being published in the newspapers, I consider that it should not be placed on the records of this Chamber, for after a little time people who have forgotten, or are ignorant of, the circumstances, may conclude from the very presence of the imputations on the record that some grounds for them actually existed. Insinuations can be made with as much

force against one party as the other, but I shall make none. As regards the press, not yet in operation, in which I have an interest, its situation is such that the bulk of our bales will be sent by tramway to the jetty inclosure, there to be measured and shipped over jetties. The insinuations against me on this head therefore fall harmlessly. It would have been easy for me to have proposed a scheme of measurement altogether to the advantage of my press, and in strict accordance with the expressed views of shipowners; but such a scheme would have proved inoperative, owing to the remoteness of Cossipore and Howrah.

Mr. Rutherfoord moved the following amendment: "*That Mr. Willcox's address be not placed on the records of the Chamber, as it contains grave insinuations against several members of the Chamber.*"

Mr. Eldridge seconded the amendment.

The President trusted that Mr. Rutherfoord would see his way to withdraw the amendment just proposed. While he regretted the remarks that had fallen from Mr. Willcox, and concurred in the grave and judicious rebuke adminstered by Mr. Bullen Smith, he could not suppose it was the wish of members to stifle discussion, and he felt that Mr. Willcox was entitled to use his undoubted right of free speech in a general meeting, and to have his remarks recorded as part of the proceedings.

After a slight conversational discussion, Mr. Rutherfoord agreed to withdraw his amendment, and proposed another, which ran as follows: "*That the meeting desires to record its disapprobation of the tone of Mr. Willcox's ad-*

*dress, containing as it does serious insinuations against the members of the Special Committee."*

Mr. Eldridge seconded the amendment.

The President here put Mr. Willcox's resolution to the meeting. The resolution was lost. The substituted amendment was then put to the meeting and carried.

Mr. Murray proposed the following resolution: "*That the proceedings of the Special Committee be received, and the resolutions passed by the majority thereof be adopted.*"

Mr. Bullen Smith seconded the resolution on the understanding and with the condition that the scheme was not to be immediately carried out.

Mr Vlasto thought that they should not adopt a resolution which did not admit of its being carried out.

The President concurred with the remarks expressed by the last speaker, and asked the members to pause before they passed the resolution.

Mr. Morgan proposed the following resolution: "*That the present meeting adopts the scheme of the Special Committee as being the most feasible which can be arranged in fairness to shipowner and shipper, but, having regard to the opposition of the agents of shipowners, the further consideration of the scheme be postponed for four months.*"

Mr. Struthers seconded the resolution.

Mr. Murray withdrew his resolution.

The President in proposing the following as an amend-

ment,—"*That the adoption of the report be deferred in consequence of the great divergence of opinion upon the subject, and the consequent difficulty of carrying out the proposed scheme,*"—said he would not have opposed Mr. Morgan's motion, but for its confirmation of the Special Committee's resolution, placing the whole expense of the proposed measurement scheme on shipowners. An equal division between ship and shipper seemed to him much fairer; but as that was not acceptable to the meeting, he should prefer leaving the question entirely open.

The Hon'ble Mr. Colvin seconded the amendment, which was lost. Mr. Morgan's resolution was put and carried by a large majority.

The meeting then dispersed.

H. W. I. WOOD,

*Secretary.*

*From the Chairman of the Shipowners' Association, Liverpool, to Bengal Chamber of Commerce.*

*Liverpool, 11th March* 1874.

*Tonnage Schedule.*

I beg to acknowledge receipt of your letters of the 16th and 29th January, and of the copy of proceedings at the meeting of your Chamber held on the 24th of the same month.

The proceedings of your Chamber will be laid before this Association and your promised communication rela-

tive to the further action of the Chamber on the subject will be awaited with interest.

In the meantime allow me to express regret that the resolutions passed by this Association and the General Shipowners' Society of London were not adopted by your Chamber.

## TRADE WITH YARKAND.

THE Mission to Yarkand referred to in the Chamber's last Report has been conducted with the greatest success; and the result is evidenced by the Treaty which has been recently concluded between the Ameer of Kashgar and Yarkand and the British Government. As the Treaty is contained within a small compass, and for convenience of reference, your Committee have recorded it *in extenso*.

The Committee regard the accomplishment of the Mission's main object as a matter of congratulation and as reflecting the greatest credit on the Envoy and all who have had part in the work: and they trust it may lead to results of the highest political interest to the State and of encouragement to the extension of British commerce into the remote provinces which the Treaty opens out to its enterprise.

FOREIGN DEPARTMENT.

*Notification.—Political.*

*Fort William, 17th April* 1874.

*No.* 896 *P.*—The following Commercial Treaty, concluded with His Highness the Ameer of Kashgar and Yarkand is published for general information :—

Treaty between the British Government and His HIGHNESS THE AMEER MAHOMED YAKOOB KHAN, Ruler of the territory of Kashgar and Yarkand, his heirs and successors executed on the one part by THOMAS DOUGLAS FORSYTH, C. B., in virtue of full powers conferred on him in that behalf by His EXCELLENCY THE RIGHT HON'BLE THOMAS GEORGE BARING BARON NORTHBROOK of Stratton and a Baronet, Member of the Privy Council of Her Most Gracious Majesty the Queen of Great Britain and Ireland, Grand Master of the Most Exalted Order of the Star of India, Viceroy and Governor General of India in Council, and on the other part by SYUD MAHOMED KHAN TOORAH, Member of the 1st Class of the Order of Medjedie, &c., in virtue of full powers conferred on him by His Highness.

Whereas it is deemed desirable to confirm and strengthen the good understanding which now subsists between the high contracting parties, and to promote commercial intercourse between their respective subjects, the following Articles have been agreed upon :—

ARTICLE I.

The high contracting parties engage that the subjects of each shall be at liberty to enter, reside in, trade with,

and pass with their merchandize and property into and through all parts of the dominions of the other, and shall enjoy in such dominions all the privileges and advantages with respect to commerce, protection, or otherwise, which are or may be accorded to the subjects of such dominions, or to the subjects or citizens of the most favored nation.

### Article II.

Merchants of whatever nationality shall be at liberty to pass from the territories of the one contracting party to the territories of the other with their merchandize and property at all times and by any route they please; no restriction shall be placed by either contracting party upon such freedom of transit unless for urgent political reasons to be previously communicated to the other; and such restriction shall be withdrawn as soon as the necessity for it is over.

### Article III.

European British subjects entering the dominions of His Highness the Ameer for purposes of trade or otherwise must be provided with passports certifying to their nationality. Unless provided with such passports they shall not be deemed entitled to the benefit of this Treaty.

### Article IV.

On goods imported into British India from territories of His Highness the Ameer by any route over the Himalayan passes which lie to the south of His Highness' dominions, the British Government engages to levy no import duties. On goods imported from India into the

territories of His Highness the Ameer no import duty exceeding 2½ per cent. *ad valorem* shall be levied. Goods imported as above into the dominions of the contracting parties may, subject only to such excise regulations and duties and to such municipal or town regulations and duties as may be applicable to such classes of goods generally, be freely sold by wholesale or retail and transported from one place to another within British India and within the dominions of His Highness the Ameer respectively.

ARTICLE V.

Merchandize imported from India into the territories of His Highness the Ameer will not be opened for examination till arrival at the place of consignment. If any disputes should arise as to the value of such goods the Customs Officer or other Officer acting on the part of His Highness the Ameer shall be entitled to demand part of the goods at the rate of one in forty in lieu of the payment of duty. If the aforesaid Officer should object to levy the duty by taking a portion of the goods, or if the goods should not admit of being so divided, then the point in dispute shall be referred to two competent persons, one chosen by the aforesaid Officer and the other by the importer, and a valuation of the goods shall be made, and if the referees shall differ in opinion they shall appoint an arbitrator whose decision shall be final, and the duty shall be levied according to the value thus established.

ARTICLE VI.

The British Government shall be at liberty to appoint a Representative at the Court of His Highness the Ameer and to appoint Commercial Agents subordinate

to him in any towns or places considered suitable within His Highness' territories. His Highness the Ameer shall be at liberty to appoint a Representative with the Viceroy and Governor General of India, and to station Commercial Agents at any places in British India considered suitable. Such Representatives shall be entitled to the rank and privileges accorded to Ambassadors by the law of nations, and the Agents shall be entitled to the privileges of Consuls of the most favored nation.

ARTICLE VII.

British subjects shall be at liberty to purchase, sell, or hire land or houses or depôts for merchandize in the dominions of His Highness the Ameer, and the houses, depôts, or other premises of British subjects shall not be forcibly entered or searched without the consent of the occupier, unless with the cognizance of the British Representative or Agent and in presence of a person deputed by him.

ARTICLE VIII.

The following arrangements are agreed to for the decision of civil suits and criminal cases within the territories of His Highness the Ameer in which British subjects are concerned:—

(*a.*)—Civil suits in which both plaintiff and defendant are British subjects, and criminal cases in which both prosecutor and accused are British subjects, or in which the accused is a European British subject mentioned in the 3rd Article of this Treaty, shall be tried by the British Representative or one of his Agents in the pre-

sence of an Agent appointed by His Highness the Ameer;

(*b.*)—Civil suits in which one party is a subject of His Highness the Ameer and the other party a British subject, shall be tried by the Courts of His Highness in the presence of the British Representative or one of his Agents, or of a person appointed in that behalf by such Representative or Agent;

(*c.*)—Criminal cases in which either prosecutor or accused is a subject of His Highness the Ameer shall, except as above otherwise provided, be tried by the Courts of His Highness in presence of the British Representative or of one of his Agents, or of a person deputed by the British Representative or by one of his Agents;

(*d.*)—Except as above otherwise provided, civil and criminal cases in which one party is a British subject, and the other the subject of a foreign power, shall, if either of the parties is a Mahomedan, be tried in the Courts of His Highness; if neither party is a Mahomedan, the case may, with consent of the parties, be tried by the British Representative or one of his Agents: in the absence of such consent by the Courts of His Highness.

(*e.*)—In any case disposed of by the Courts of His Highness the Ameer to which a British subject is party, it shall be competent to the British Representative, if he considers that justice has not been done, to represent the matter to His Highness the Ameer, who may cause the case to be retried in some other Court in the presence of the British Representative or of one of his Agents,

or of a person appointed in that behalf by such Representative or Agent.

ARTICLE IX.

The rights and privileges enjoyed within the dominions of His Highness the Ameer by British subjects under this Treaty shall extend to the subjects of all Princes and States in India in alliance with Her Majesty the Queen; and if, with respect to any such Prince or State, any other provisions relating to this Treaty or to other matters should be considered desirable, they shall be negotiated through the British Government.

ARTICLE X.

Every affidavit and other legal document filed or deposited in any Court established in the respective dominions of the high contracting parties, or in the Court of the Joint Commissioners in Ladakh, may be proved by an authenticated copy, purporting either to be sealed with the seal of the Court to which the original document belongs, or in the event of such Court having no seal, to be signed by the Judge or by one of the Judges of the said Court.

ARTICLE XI.

When a British subject dies in the territory of His Highness the Ameer, his movable and immovable property situate therein shall be vested in his heir, executor, administrator, or other representative in interest or (in the absence of such representative) in the Representative of the British Government in the aforesaid territory. The person in whom such charge shall be so vested shall satisfy the claims outstanding against the deceased, and

shall hold the surplus (if any) for distribution among those interested. The above provisions *mutatis mutandis* shall apply to the subjects of His Highness the Ameer who may die in British India.

ARTICLE XII.

If a British subject residing in the territories of His Highness the Ameer becomes unable to pay his debts, or fails to pay any debt, within a reasonable time after being ordered to do so by any Court of Justice, the creditors of such insolvent shall be paid out of his goods and effects; but the British Representative shall not refuse his good offices, if needs be, to ascertain if the insolvent has not left in India disposable property which might serve to satisfy the said creditors. The friendly stipulations in the present Article shall be reciprocally observed with regard to His Highness' subjects, who trade in India under the protection of the laws.

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This Treaty having this day been executed in duplicate and confirmed by His Highness the Ameer, one copy shall, for the present, be left in the possession of His Highness, and the other, after confirmation by the Viceroy and Governor General of India, shall be delivered to His Highness within twelve months in exchange for the copy now retained by His Highness.

Signed and sealed at Kashgar on the second day of February in the year of our Lord 1874, corresponding with the fifteenth day of Zilhijj 1290 Hijri.

(Sd.) T. DOUGLAS FORSYTH,
*Envoy and Plenipotentiary.*

## Proposed extension of the Telegraph to Bassein and thence to Diamond Island.

THE following letter conveys the decision of Government regarding the Chamber's proposal to establish a postal service between Bassein and Diamond Island for the purpose of enabling vessels calling at the latter place for orders to communicate with Bassein, and ultimately with Rangoon by telegraph, the construction of which between those places has been sanctioned.

The postal service was suggested because the Government of India was unable to extend the line of telegraph from Bassein to the Island, and your Committee regret they have been unsuccessful in obtaining that concession.

*From Government of India to Chamber of Commerce.*

*Calcutta*, 20*th December* 1873.

In reply to your letter dated 4th September 1873, I am directed to state for the information of the Chamber, that there do not appear to the Governor General in Council to be sufficient reasons to justify the establishment of a postal line between Bassein and Diamond Island. The monthly cost of such a line would be about Rs. 400, and as ships do not touch at Diamond Island during more than half the year, and as the line would be used only by ships, there is no prospect of a correspondence in any

degree proportionate to the cost which the proposed line would involve.

## Unsatisfactory working of the Telegraph Line between Calcutta and Rangoon.

THE following letter will inform members that the Committee have not been unmindful of the condition of telegraphic service with Rangoon, which is manifestly capable of much improvement as regards the time occupied in transmission of messages ; and it is to be hoped that the representation to Government will result in communication with Burmah being materially accelerated.

*From Chamber of Commerce to Government of India.*

*Calcutta, 2nd March* 1874.

The attention of the Committee of the Chamber of Commerce has been drawn to the unsatisfactory working of the Telegraph Line between Calcutta and Rangoon, and to the fact that during the past month the *maximum time* occupied in transit of messages—according to the figures published in the *Telegraph Gazette*—averaged nearly 20 hours ; and although reasons are given for the retarded communication, such as pressure of work, interruption on parts of the line, &c., the Committee venture to represent that, at a time like the present when the rapid transmission of messages is of the greatest moment to business between the centres of commerce in India and Burmah, the speedy and regular working of the Telc-

graph line demands the closest attention and most careful supervision. Operations on an extensive scale in the staple produce of Burmah, and financial arrangements connected therewith, may be prejudicially affected by a tardy and imperfect communication; indeed serious results have already been realised in consequence.

The business relations between Calcutta and Rangoon and the subordinate ports of Burmah are of sufficient magnitude to require the promptest and most efficient aid from the Telegraph Department, and while the active and energetic administration of that branch of the public service has secured an almost perfect organisation throughout the immense area of British India it is a matter of regret and disappointment that the communication with the adjoining Province of Burmah should remain with such abundant room for improvement.

## Telegraph Rules respecting the acceptance of Messages composed of compound words.

The Committee have been in correspondence with the Government of India regarding an order issued by the Telegraph Department which introduced *Webster's* Dictionary as the standard for determining whether ordinary English words employed in messages should be charged for as single or compound words. The result of that order was that in numberless instances words ordinarily spelt as single were held to be compound, simply because, according to *Webster*, the introduction of a hyphen subdivided a word into two or

more syllables; and the cost of messages containing words so dealt with was obviously largely enhanced.

Against this innovation remonstrances were at once made, and your Committee having been requested to take up the matter referred the point to Government, and the order was subsequently withdrawn.

*Chamber of Commerce to Government of India.*

*Calcutta, 2nd March* 1874.

The Committee of the Chamber of Commerce desire me to submit the following representation relative to a recent regulation issued by the Telegraph Department, under which all compound words, which are separated by a hyphen in Webster's Dictionary, are charged for as two words.

According to that Dictionary common English words which are, and have long been, ordinarily written as single are spelt as compound words by the mere introduction of a hyphen; but the 36th article of the last International Convention specially provides that where it is not certain that any uniting of words by the sender of a message is contrary to the custom of the language in which such message is expressed the manner of his writing such words is to be held as decisive for the charge or cost thereof.

The Convention thus recognises the transmission of a message expressed in words which are spelt according to

customary and familiar formation: and as the Government of India are parties to the Convention they are presumably bound by its special provisions. If, as there is reason to believe, a system of orthography opposed to the ruling of the Convention has been introduced by the Telegraph Department in India on its own responsibility, the innovation of a standard authority as to the proper way of spelling English words requires the sanction of the Convention. Under present circumstances there is the singular anomaly that while certain words are held, according to Webster, to be compound words and charged for accordingly by the Telegraph Department in India, the same words are telegraphed from London as single words.

It is also to be noticed that while common English words are thus exceptionally dealt with words in foreign languages are admitted as single, the equivalent of which in English would be liable to five times the charge at which the foreign words are transmitted. For instance the German word "Zweihundertvierunddreizig," and the Italian "Ducentotrentaquattro," the equivalent of "two hundred and thirty-four" in English, are admitted as *one* word.

The Committee make this reference in the hope that His Excellency the Governor General in Council will be pleased to consider the action of the Telegraph Department in this respect, and to direct the repeal of the regulation as to the use of Webster's Dictionary as the standard for English words employed in telegraphic communication, and the refund of charges that have been made in consequence of its introduction.

*Government of India to Chamber of Commerce.*

*Calcutta, 13th March* 1874.

I am directed to acknowledge the receipt of your letter dated 2nd current, regarding a recent regulation of the Telegraph Department, by which Webster's Dictionary is made the standard for decision as to what words are, and what are not, compound words, and in reply to inform you that the subject will be enquired into.

*Government of India to Chamber of Commerce.*

*Calcutta, 6th April* 1874.

In continuation of Public Works Department No. 178T of 13th ultimo, I am directed to forward for your information copy of a letter No. 524, dated 20th March 1874, and its enclosures, from the Director General of Telegraphs on the subject of the standard fixed for delivering compound words in telegrams, and to state that the Governor General in Council believes that the more recent instructions issued by the Director General of Telegraphs will remove all unnecessary interference with messages.

*From the Director General of Telegraphs in India to the Secretary to the Government of India, Public Works Department.*

*Calcutta, 20th March* 1874.

I have the honor to reply to your letter No. 177T. of

the 13th March, with which you forward for report a letter from the Secretary, Bengal Chamber of Commerce, on the subject of the rules respecting the acceptance of compound words in telegraph messages.

2. Frequent complaints having been received from other Administrations respecting the abuse of the Convention rules that had become common, of combining together syllables and words having no legitimate connection for the sole purpose of reducing the charges payable on ordinary messages; and our attention having been called to the ruling that the custom of the language is the test to be applied to such messages, Webster's Dictionary (Guinea Edition) was adopted as being the one most generally known, most easily procurable, and most likely to give general satisfaction.

3. The instructions* that have been issued to all offices will make it clear how anxious this Department is to avoid any unnecessary interference, but the practice of constructing Telegraph Codes of words which are not to be found in any Dictionary, and which not unfrequently are manufactured for the occasion by those who use them, had become intolerable and had led to constant reclamations from other Administrations.

* T. Code Copies of 1874.
„ Do. do. No. 3, 1874.
„ Do. do. No. 5, 1874.
} Annexed.

4. The Convention rules, on the subject of such messages, are clear and precise. Article 9, para. 1, defines an ordinary message to be one that offers "*un sens comprehensible en l'une quelconque* des langues usitées sur les territoires des Etats contractants, ou en langue Latine."

That is to say, the messages must be intelligibly written in *one* of those languages; and the last paragraph of the same article defines as secret messages those "contenant des passages en langage convenu, incomprehensible pour les offices en correspondence, ou des mots ne faisant point parties des langues mentionnées au premier paragraphe."

5. There is nothing in the Convention or in the Proces Verbaux to warrant the assumption that the sender's manner of writing is conclusive in all cases; on the contrary, it leaves to the "Bureau d'origine" to decide, and further imposes on it the obligation of refusing all combinations which are opposed to the usage of the language in which the message is written. In cases of doubt only, is the sender's manner of writing to be accepted as guide.

6. The Chamber points out that words are accepted in London for transmission to India, which are on this side, refused, but the Director General of English Telegraphs, the Managing Directors of the Eastern, the Extension, and Indo-European Companies, have all complained to this Department of the admission at Indian offices of improper combinations, and have expressed their determination to do all in their power to prevent their acceptance at any of their offices.

7. The above explanation will, I trust, make it clear that the rule complained of, far from being an arbitrary exercise of authority on the part of this Department, is the Convention rule, that had been systematically abused, and that the necessity for a more careful observance of it was brought to our notice by other Administrations, while

the Memos. of instructions referred to in paragraph 3, will show, how anxious we are to apply the rules with the utmost regard for the interests and convenience of the public.

8. If the Chamber of Commerce were acquainted with the history of the discussions at the international conferences, they would recognize the absolute necessity of being very careful how they raise the question. It was with the utmost difficulty that sundry powerful Administrations were induced to tolerate the simple codes of ordinary words that existed in 1868-69. In those days codes consisted of such words as *Heron*, *Albatross*, *Skylark*, *Perch*, and so on. Now such words as *Amberguesto*, *Agostonfalva*, *Agyparkanyzat*, *Agyutalpoldal*, *Aujlerloy*, *Brutastar*, *Calcuttadar*, are largely used.

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*Government Telegraph Department.*

TRAFFIC CODE MEMO. No. 3.

*Calcutta, 17th February* 1874.

Page 23. Put an asterisk at the end of paras. 2 and 2*a*, and paste in the following at the bottom of the page as a footnote.

It is to be clearly understood that these rules have been laid down to prevent abuse, and to enable Telegraph Masters to point out their authority for refusing to pass as single words what appear to them to be unusual combinations, and are not to be so enforced as to offer obstructions to the despatch of ordinary messages. The object of the rules is that long compound words, which

take much time and trouble in transmission, shall be charged extra, but all ordinary English words, which are generally written as one, must be accepted without question.

(Sd.) ALBERT CAPPEL,
*Director of Traffic.*

*Government Telegraph Department.*

TRAFFIC CODE MEMO. No. 5 OF 1874.

*Calcutta, 5th of March* 1874.

The following is to be cut and pasted on page 24 of the Traffic Code as a continuation of the footnote on the preceding page.

2. It is thought desirable further to explain that when any doubt exists as to the proper mode of spelling an ordinary English word, the sender's manner of writing is to regulate the charge. There are numerous words which can be written equally correctly with and without a hyphen. To such the foregoing ruling applies.

3. Proper names of persons, places and objects and all ordinary commercial terms, descriptions of produce, &c., which are commonly written and recognised as one word are to be accepted and charged as one when so written by the sender.

4. It is not desired to interfere with the sender's choice of words further than to check a practice which has become general of joining together syllables and words having no legitimate connection, or introducing foreign words into English messages with the object of evading

payment of the full charge. In all such cases the rules in force are to be rigidly applied, but vexatious interference with bonâ fide ordinary messages is to be carefully guarded against.

(Sd.) ALBERT CAPPEL,
*Director of Traffic.*

*Chamber of Commerce to Government of India.*

*Calcutta,* 10*th April* 1874.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 222 of the 6th instant, forwarding an enclosure from the Director General of Telegraphs on the subject of their representation as to the acceptance of messages for transmission: and they instruct me to express their thanks for the action taken by His Excellency the Governor General in Council in the matter.

The Committee fully appreciate the objections raised by the Director General to the employment of combinations of unintelligible words which are calculated rather to embarrass signalling officers than to secure that accuracy in rendering messages which they doubtless endeavour to arrive at; at the same time they contend that an adherence to Webster's system of joining parts of ordinary words by hyphens would practically subject to the charge for compound words a very large portion of that voluminous work, which abounds in words so united; they therefore recommend the absolute abandonment of such a standard and the recognition of English words as ordinarily spelt and written.

The Committee further recommend that any instructions issued by the Director General in cancellation of previous orders on this head be published for general information.

## Code messages under the International Telegraph Convention Regulations.

The subject matter of the preceding head of report was followed by a representation to the Director General of Telegraphs on a point of much graver importance, *viz.*, the rejection of messages framed, as the senders believed, in accordance with the regulations of the International Telegraphic Convention adopted in July 1872, and published by the Government of India for general information.

From a perusal of the correspondence between the Committee and the Director General, members will notice that the interpretation that officer places on certain rules of the Convention relating to code-telegrams widely differs from the meaning which the Committee attaches to them. The Committee think that the correspondence will bear them out in stating that the language used by the Convention in July 1872, with reference to code-telegrams, justified parties when framing their cipher codes in using words found in *several* languages instead of having the messages confined, as contended by the Director General, to *only one* of the languages represented by the different delegates to the Convention ; and that, while the senders

of such messages have, under that apprehension, framed extensive and costly codes specially adapted to their business arrangements, any abrupt interruption of a long standing practice in the use of such codes cannot but be regarded as a vexatious interference with a custom recognised for several years by the Telegraph Administrations.

The final reply to the Committee's reference has not been received, but it is understood that the ordinary course of sending messages has been reverted to.

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*From Chamber of Commerce to Director General of Telegraphs in India.*

*Calcutta*, 16*th March* 1874.

The Committee of the Chamber of Commerce desire me to annex copy of a representation which has been submitted to them by Messrs. Schoene, Kilburn and Co., relative to the rejection of a message tendered by them, on the 2nd instant, for transmission by the Government Telegraph.

In placing this reference before you the Committee instruct me to state that, while they have no interest in the message which forms the subject of it, the circumstances under which it was held to be inadmissible are specially important to be noticed, because, in their judgment, the reasons assigned for its rejection are untenable, and because it is expedient in the interests of the commercial community that no uncertainty should exist regarding the admissibility of messages framed in accordance with the regulations of the International Telegraphic Convention

and the rules in connection therewith sanctioned by the Government of India and published for the guidance and information of the public.

The telegram presented by Messrs. Schoene, Kilburn and Co. consisted of four groups of figures and 27 words—of which 16 were ordinary English and 11 ordinary Italian—not exceeding the prescribed limit of five syllables each; the composition of the message being similar to many others previously despatched by them in the ordinary course of their business, and differing in no characteristic respect from messages received by them from Europe.

To their surprise the telegram was returned with the remark "your message is inadmissible, being both letter and figure cipher; if the groups of figures are separated the message could be accepted:" and certain of the words were stated to be cipher and consequently liable, as understood by Messrs. Schoene, Kilburn and Co., to the higher scale of charge leviable under paragraph 3 of Article 37 of the Convention.

It was subsequently explained, in reply to an enquiry why the telegram was not accepted, that, under a recent ruling, words that previously went as ordinary are now charged cipher, and that the incorporation of three successive groups of figures rendered the message inadmissible: and Messrs. Schoene, Kilburn and Co. were furnished with a copy of the ruling referred to, contained in your letter No. 2369 of 13th of last month.

In considering this matter the Committee will first refer to your above letter as the authority which held the message to be inadmissible. They would remark that the

telegram quoted by you in that letter is not analogous to the one tendered by Messrs. Schoene, Kilburn and Co., as the former consisted, as the Committee believe, of words unknown in any language so far as the portion objected to is concerned, while the latter is made up of ordinary dictionary words in English and Italian.

While the Committee are no apologists for any evasion of the rules which regulate the charges for messages and desire to see them observed in their integrity, they cannot but regard the instruction communicated by you to the Superintendent of the Bombay Division as inconsistent with the spirit of the Convention with respect to the character and composition of messages, and in support of that view they point to the 9th Article of the Convention.

Referring to messages which are admissible, the 1st para. runs thus—"Messages in *plain* language must offer an *intelligible sense in any one of the languages* used in the territories of the contracting States, or in Latin"; that is clear; but equally free from any ambiguity is the *last* paragraph which recognizes *secret* messages and defines them as follows:—"Messages containing passages written in words of preconcerted meaning, incomprehensible to the departments, or containing words not forming part of the languages mentioned in the first paragraph of the present article."

Now it seems to the Committee that these words are intended to cover messages almost identical with the rejected telegram; for not only do they not prohibit the introduction of long, unintelligible, disconnected words, unconnected with the language in which the message is

composed, but, on the contrary, they expressly permit the transmission of messages containing passages written in words of preconcerted meaning, incomprehensible to the departments: and consequently—as the Committee think—your recent instructions on this point, if applicable to Messrs. Schoene, Kilburn and Co.'s message, do not appear to be in harmony with the Conventional regulation. Moreover the fact that messages composed similarly to that one have been transmitted from Europe and despatched from India without challenge fortifies the Committee in their contention that your ruling is at variance with the rule of the Convention.

That being so, it follows that the message should have been held admissible under Rule VIII of the revised rules sanctioned by Government with effect from the commencement of last year. It is thus worded:—"Cipher messages are those which consist either wholly or in part of groups of figures or of letters not forming words. The whole of the cipher portion must be composed either *exclusively* of letters of the alphabet or exclusively of Arabic figures. The body of the message may consist either wholly of cipher or partly of cipher and partly of ordinary language. The parts in cipher must be placed between parenthesis, separating them from the rest of the message."

And the rule is followed by five examples—three illustrating admissible, and two inadmissible, messages.

The first example—"(4597) (63289) (459) (181764)"—appears to be identical with groups Nos. 42,104, 42,194, 43,814, in Messrs. Schoene, Kilburn and Co.'s message; and the second example—"Send sharp (839) (2146) fur-

ther shipments (154)"—also appears to the Committee to cover the case of this reference, consisting as it does partly of cipher and partly of ordinary words which though incomprehensible to the Telegraph Department had a concealed preconcerted meaning ; and coming within the provision of Article 9 of the Convention it was manifestly entitled to acceptance for transmission.

In conclusion, the Committee desire to record their concurrence in the views expressed by Messrs. Schoene, Kilburn and Co., as to the serious inconveniences that may result from the introduction of rules not uniform with the regulations of the Convention and inconsistent with its spirit and purpose : they deprecate the disturbing of arrangements accepted by the public as having some degree of permanency, and which have guided the commercial section of it in framing their Telegraphic Codes for business purposes, the utility of which would be materially neutralised by modifications in the working regulations introduced without previous notice. Indeed the Committee are of opinion that any such modification unless consented to unanimously by the Telegraphic Administrations and duly notified as sanctioned by common accord would be a violation of Conventional provisions, the main object of which is to secure a uniformity of service by all the Contracting States; Articles 59 to 61, bearing on this point, are as follows :—

"*Article* 59.—The provisions of the present Convention are completed with regard to the detailed rules of the internationol service, by common working regulations agreed upon in concert by the Telegraph Administrations of the Contracting States.

"These regulations come into force at the same time as the present Convention; they may, at any time, be modified by common accord by the said Administrations.

"*Article* 60.—The international office of the Telegraph Administrations is placed under the high authority of the Chief Administration of one of the Contracting States designated by the Conference. The cost of this office is supported by all the Administrations of the Contracting States, and its functions are defined as follows:—

"It centralizes all kinds of information relative to international telegraphy, prepares tariffs, draws up general statistics, studies subjects of common utility deputed to it, and edits a telegraph journal in French.

"It has the charge of distributing these documents to the Administrations of the Contracting States.

"It examines requisitions for modifications in the working regulations, and after obtaining the unanimous consent of the Administrations, duly announces the changes adopted.

"*Article* 61.—The present Convention will be subjected to periodical revisions, at which all the powers which have taken part in it will be represented.

"To this end, Conferences will be held successively in the capital of each of the Contracting States, between the delegates of the said States.

"The next re-union will take place in 1875, at St. Petersburg.

"The time of this re-union will, however, be advanced should six at least of the Contracting States request it."

The Committee are also of opinion that questions as to the admissibility of messages should be referred to and decided by the Head of the Department for the sake of authoritative ruling on the subject, and that the interpretation of the rules of the Department in such cases should not be left entirely to the Assistant in charge, as appears to have been the case in this instance.

*From Messrs. Schoene, Kilburn & Co. to Chamber of Commerce.*

*Calcutta*, 5*th March* 1874.

We request you to bring the following to the notice of the Superintendent of the Complaint and Check Office, Telegraph Department, with a view to prevent similar occurrences in future.

On the 2nd instant we tendered the following message for despatch to London :—

No. One to Eleven English Words.

| | | | |
|---|---|---|---|
| 12<br>Felicita. | 13<br>Danzatore. | 14<br>Decennale. | 15<br>Facinoroso. |
| 16<br>14,699 | 17<br>Brevita. | 18<br>42,104 | 19<br>42,194 |
| 20<br>43,814 | 21<br>Each. | 22<br>Borino. | 23<br>Diabolico. |
| 24<br>Alderman. | 25<br>Bollitura. | 26<br>Lanugine. | 27<br>Affable. |
| 28<br>Livella. | 29<br>Affectation. | 30<br>More. | 31<br>Dispumato. |

This telegram was returned with the remark :

"Your message is inadmissible being both letter and figure cipher, if the groups of figures were separated the message could be accepted." It further was stated on the back of the telegram "*words No.* 13, 14, 15, 31 "*cipher*," which, we are given to understand, means that the words thus numbered would be charged for at the rate of 5 letters=1 word.

Having despatched and received continually messages composed in exactly the same way of English and Italian or German words (of not more than 5 syllables) and figures without any objection on the part of the Telegraph Office, and knowing of no alteration in the Convention for Transatlantic messages, we applied for an explanation and received the following reply :—

"Under recent ruling words that previously went as ordinary are now charged cipher, and as you had 3 successive groups of figures also, I could not charge your message, and it was inadmissable by the rules. Please refer the point to-morrow for further explanation."

On asking for the further explanation referred to in the above note, we were handed the "New Rules," copy of which we annex.

The views laid down in the same are entirely different from the principles hitherto adhered to, and our opinion is that they are contrary to the International Convention, stipulating, if we are not misinformed, that words in the language of any nations joining the Convention can be used, provided the same do not exceed 5 syllables.

We therefore wish you to protest against, (1) The practice of the Government Telegraph Department, as followed in this instance, of introducing a new system of charge without giving due notice to the public. (2) The introduction of the "New Rules," above referred to, as being contrary to the International Convention for Transatlantic messages :—for we hardly need point out that these rules would inconvenience the Commercial Community most seriously : *(a)* by considerably enhancing the at present already very high cost of Transatlantic mes-

sages *(b)* by rendering the telegraph codes of a great number of firms, compiled and printed at great trouble and expense, entirely useless and thereby disturbing business for a period of several months to a most serious extent.

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*Government Telegraph Department.*

CIRCULAR MEMO. No. 5 (T) OF 1874.

*Dated 13th February* 1874.

Copy forwarded to the Superintendent Check Office, and to all Superintendents for information and guidance.

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No. 2369 T.

*From the Director General of Telegraphs in India to the Superintendent, Bombay Division.*

*Dated Calcutta, the 13th of February* 1874.

I have the honor to request your attention to the accompanying copy of a message which, although accepted by your Bombay Office, and despatched as an ordinary one, is unquestionably "cipher," and should have been so treated. Each letter of the words between the parenthesis inserted by me should, under Act 37, paragraph 3 of the Convention, have been counted, the total divided by 5, and the quotient added to the remainder of the message to determine the number of chargeable words, which in the present case should have been 57 instead of 40*.

| | | | |
|---|---|---|---|
| * 57 words at 2-2-0 Rs. | 121 | 2 | 0 |
| 40 „ „ „ „ | 85 | 0 | 0 |
| Amount of undercharge Rs. | 36 | 2 | 0 |

2. The privilege to send code-messages was obviously not accorded to facilitate an evasion of the tariff rules, but to enable senders, by the employment of ordinary recognised words but of concealed meaning, to secure greater secrecy for their messages. This message is certainly not "Code" within the letter or spirit of the Convention, as the words employed, if words at all, convey no sense whatever, and must have involved far more labor and much longer time to despatch than an ordinary message.

3. Further the permission to send telegrams in any of the languages authorised by the Convention had for object the general convenience for natives of the countries in which they are current and referred to ordinary messages, but it was never contemplated to allow persons in an English speaking conntry to reduce the charges proper to their messages by the arbitrary introduction into them of long unintelligible disconnected words, which have clearly no connection with the language in which the message is composed, and which are manifestly employed with the sole object of reducing the cost of the message.

4. The accurate transmission of messages in which such words occur increases most injuriously the work of the Telegraph, an increase which is by no means compensated by the imposition of the cipher charge, and for which the ordinary charge is altogether inadequate.

5. In this instance, as the message was accepted and despatched under a misapprehension, a refund of the underchage will not be insisted upon, but you are requested to communicate the substance of these remarks to the

senders of the message, and to take steps for making them generally known to the mercantile community of Bombay, as well as for acting upon them in the offices of your division.

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COPY OF MESSAGE.

"41477 amuseable (agostonpalva agotha agriaindasi agvijador aguijonazo agujetaje agyaj biborla azyhiggraek akmothelon agyaminte agyparkanyzat aknafuzer ahijador agyuolalpolal aherrumbross akolastaine) after this ambition America contracts cooling mostly France Friesland nothing less for Formosa casement cash book companion commutation Becher."

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No. 2439 T.

*Dated 20th February* 1874.

Copy forwarded to G. B. Stacey, Esq., Superintendent, Eastern Company, Bombay, with request that he will communicate its contents to his Managing Director in London and ask him to act upon them.

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No. 2440 T.

*Dated 20th February* 1874.

Copy forwarded to the Chief Director Indo-European Department, with request that he will communicate its contents to the Indo-European Company, and ask them to act upon them in London.

*From the Director General of Telegraphs in India to Chamber of Commerce.*

*Calcutta, the 27th of April* 1874.

I am in receipt of your letter of 16th ultimo relative to the refusal of this Department to accept as ordinary, a code-telegram, partly in cypher, partly in English, and partly in Italian.

2. I need hardly say that I am at all times ready to offer any explanation in my power and to render telegraphy as easy as possible consonant with our international obligations and the claims of all classes.

3. You state with reference to this telegram that the Chamber of Commerce is of opinion that under the rules of the Rome Convention, the reasons assigned by the Calcutta Telegraph Office are untenable; you give extracts from the translation of this Convention in support of this view and deem it important that no uncertainty shall exist regarding the inadmissibility of messages.

4. The importance of the last cannot be too highly extolled, indeed the chief object of these international conventions is to remove doubts and difficulties, to frame rules that shall be clear to all capacities, and to fix the tariffs as low as practicable.

5. It is not an easy matter to frame rules to meet every possible condition and the views of unwillingly consenting representatives, but difficulties of interpretation are at once removed if the person in doubt will only reason thus. How does this apply to ordinary telegrams?

*i. e.* telegrams in the colloquial language of the sender. And why was this rule framed in this form? For it must be borne in mind that the rules are framed for ordinary language, and that codes are exceptions, and that many states are decidedly opposed to, and have only consented to a kind of experimental toleration of them.

The users, or, I might with greater propriety say, the abusers, of codes strive to avail themselves not of the spirit but of the uttermost license the law permits. Because the law permits the insertion of seven syllables, some codes are constructed of the longest and most ambiguous words. Because the rule says that proper names of places may be strung together, code words are compounded of proper names. Because twenty-seven languages are admitted, two or more languages are combined in one telegram. But the law does not permit this last.

7. As I observed before the professed object of these triennial conferences is to facilitate international telegraphy, and to reduce tariffs as low as practicable.

8. The basis hitherto assumed is a unit of twenty words in ordinary language, that is of words, which, in the twenty seven languages admitted, average from four to six letters.

9. Words in unusual combinations, words divided by commas as—dog's life, or divided by a hyphen, are charged for as separate words and in explanation examples are given thus;—234 written in Italian, Ducentotrentaquarto is to be counted as one word, because the custom of that language permits of such a combination. 234 must be written in French, deux cent trente quatre, and

in English two hundred thirty four, and counted in each case as four words, because the custom of these languages does not admit of these four words being amalgamated.

10. Now, if it were permitted to combine two or more languages in the same telegram, advantage might and would be taken of the license to avoid all such charges, and this is one reason why the telegram must be in "*l'une* des langues usitées sur les territoires des Etats contractants."—*One* of the languages, spoken on the territories of the parties to the Convention. The other reason is that a Signaller need not be a polyglot. He need only be responsible for one language.

11. It was at first ruled that each state was to declare what ( one ) language it considered most suited to its telegraphy, but this was afterwards enlarged to meet the cases of such countries as Switzerland, where Italian, French and German are the languages of the people according to the cantons they live in.

12. The law permits of the use of words of seven syllables: why? because words of seven syllables do sometimes occur, and it permits New York, Dehra Ishmael Khan, &c. to be written as single words, to place all addresses on an equality.

13. It is unfortunate that the *procés verbaux*, the records of the debates, are not better known ; a knowledge of them would help to remove many difficulties ; to shew how it was proposed to limit telegraphy at first to French, English and German ; how it was extended, how it was proposed to provide for difficulties in counting by supply-

ing each office with a dictionary of each language, and not least important; how hard a task the representatives of India at Vienna had to obtain toleration for code messages.

14. Many representatives object to secret information being telegraphed, but as it is manifestly impossible to prevent secret information being conveyed in the shape of very ordinary language, India pleaded that messages composed of strings of simple words familiar to the Signallers would not be a flagrant violation of first principles, and would at the same time prove a most valuable concession to mercantile interests.

15. The codes with which I was then acquainted consisted of short simple words, such as hawk, heron, albatross, pigeon, &c., easy to telegraph, and very different from many now used, constructed apparently to obtain the maximum labor at a minimum cost, and which occupy the wires four or five times as long as messages in ordinary telegraphy. They are a source of continuous reclamation and naturally cause telegraph administrations generally to repent of their unwise liberality.

16. Merchants will naturally protest that without the condensation accorded by code they cannot afford to use the telegraph, and that the Telegraph administrations will suffer, but the extra European correspondence is but a drop to the ocean of the home correspondence of European states, who will not be much influenced by the fear of losing it. Moreover long words diminish the revenue and prevent a reduction of tariff which might otherwise be possible.

17. I was mainly instrumental in obtaining toleration for code-telegrams, but unless there be a radical reform and a return to simplicity, I can no longer support them. It is of no use appealing to the letter of the law. I have already stated that the great latitude the Convention permits of, was granted for different purposes, and if correspondents insist on availing themselves of this latitude, they will find Telegraph administrations availing themselves of the remedy provided under para. 2 of Art. 10 and Art. 21 by which this or any other class of telegram can be refused altogether at short notice without any reason being assigned. Should this happen, I fear that at the next conference codes will only be admitted at cypher charges, if at all.

18. From the foregoing I trust that the Chamber of Commerce will recognize that there are strong reasons for abolishing code telegrams, and that the public has no right whetever under the Convention to require the acceptance, at other than cypher rates, of code messages composed of words in more than one language or of fictitious or doubtful words. I am equally anxious to make it clear that this Department has in view the interest and convenience of the whole telegraphing public. The orders of which you complain were forced upon us by the systematic abuse of the privileges accorded by the Convention, an abuse that has called forth expostulations from other administrations and which will, I trust, now cease. You will also see from the annexed extract from Departmental instructions issued to all offices, that, in the hope that the rules on the subject are now sufficiently understood, the restrictions of which you complain have now been so modified as to leave no opening for future misconception or complaint.

19. We hope to obtain some valuable concessions with reference to extra European traffic at the next conference, such as a word by word tariff, the suppression of the rule insisting on the signature being signalled and shorter units, but as the existing conventions suit admirably the requirements of European telegraphy *i e.*, the majority of the states represented, radical changes which disturb without benefiting their arrangements, will, I fear, be strongly opposed and possibly rejected.

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EXTRACT FROM DEPARTMENTAL INSTRUCTIONS.

Doubtful compounds.

In cases where there is a doubt as to whether a compound word, written as one by the sender, is admissible as such, a reference to any standard English Dictionary will generally decide the point; if not, the sender should have the benefit of the doubt, but it must be distinctly understood that combination of words which are obviously *contrary to the usage of the language* cannot under any circumstances be admitted as single words.*

Inadmissible compounds.

* It is to be clearly understood that these rules have been laid down *to prevent abuse*, and to enable Telegraph Masters to point out their authority for refusing to pass as single words what appear to them to be unusual combinations, and are not to be so enforced as to offer obstructions to the despatch of ordinary messages. The object of the rules is that long compound words, which take much time and trouble in transmission, shall be charged extra, but all ordinary English words which are generally written as one, must be accepted without question.

2. It is thought desirable further to explain that when any doubt exists as to the proper mode of spelling an ordinary English word, the sender's manner of writing is to regulate the charge. There are numerous words which can be written equally correctly with and without a hyphen; to such the foregoing ruling applies.

3. Proper names of persons, places and objects and all ordinary Commercial terms, descriptions of produce, &c., *which are commonly*

Examples of inadmissible combinations.

The following are examples of such inadmissible combinations :—

| | Words. | | Words. |
|---|---|---|---|
| Tapestrypatterns | ... 2 | Wheatcargo | ... 2 |
| Steamercargo | ... 2 | Thirtyfour | ... 2 |
| Counteroffer | ... 2 | Threethousandtwohundred | 4 |
| Bankaction | ... 2 | Sugarrefineries | ... 2 |
| Wireanswer | ... 2 | Pigiron | ... 2 |
| Innerharbour | ... 2 | Beerboxes | ... 2 |
| Boursecredit | ... 2 | Tenthousand | ... 2 |
| Sailinsurance | ... 2 | Dischargingday | ... 2 |
| Steamcoals | ... 2 | Coastsailing | ... 2 |
| Tuesdaymorning | ... 2 | Hullsteamer | ... 2 |

*From Chamber of Commerce to Director-General of Telegraphs in India.*

*Calcutta, 6th May* 1874.

THE Committee of the Chamber of Commerce direct me to express their regret that they had not the opportunity

*written and recognized as one word* are to be accepted and charged as one when so written by the sender.

4. It is not desired to interfere with the senders' choice of words further than to check a practice, which has become general of joining together syllables and words having no legitimate connection, or introducing foreign words into English messages with the object of evading payment of the full charge. In all such cases the rules in force are to be rigidly applied, but vexatious interference with *bonâ fide* ordinary messages is to be carefully guarded against.

of discussing with you, at their meeting to-day, the subject of their letter of 16th March and your reply thereto of 27th April, as they believed that a personal conference would have been attended with some measure of success towards settling the points upon which there is a conflict of opinion between yourself and the Chamber.

The Committee accept your reply with an acknowledgment of your desire to promote the convenience of the public, to remove doubts and difficulties in the way of efficiently administering the Telegraphic service, and to secure, generally, the objects of the International Convention, and they have given all attention to your observations on the points you have laid before them, and in respect of which the views recorded by the Chamber and expressed by yourself do not, unfortunately, assimilate.

The object of this letter is not to enter into further discussion of those differences of opinion, but to urge upon your consideration the expediency of giving the public ample time to refer the points at issue for the authoritative interpretation of the International Bureau, and for the eventual remodelling of the telegraphic codes which have been framed at considerable cost and after long experience by the majority of the commercial establishments in Calcutta and adapted by their correspondents, should such remodelling be rendered absolutely necessary.

As the Committee are in almost daily receipt of very urgent remonstrances regarding your interpretation of the articles of the Convention and the effects of the orders issued by you, they trust you will afford the public the opportunity of referring the general question to the Bureau

at Berne and of communicating with their correspondents with the view of recasting the codes now in use so as to adapt them to any changes that may be enforced.

The precise request of the Committee is for six months notice of any change, and for a reversion, in the meantime, to the rules in force before the 1st instant, the alterations in which are resulting in the most serious inconvenience and loss to many firms whose business is greatly dependent on regular telegraphic communication on the basis of their codes. The codes may be objectionable, but it is only reasonable to allow time to amend them.

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The subjects referred to in the following paragraphs do not require any special comment.

## Government Estimate of the Cotton Crop of the North-Western Provinces for 1873-74.

No. 8 of 1874.

*From the Secretary to the Board of Revenue of the N. W. P. to the Secretary to the Government of the N. W. P.*

*Allahabad, 6th January* 1874.

I AM directed by the Board of Revenue to submit a detailed statement showing the estimated area under cotton and the estimated yield of the crop for each District in the North-Western Provinces for the year 1873-74 as compared with the actuals of 1872-73.

*2nd.*—The following is an abstract of the statement :—

| Division. | Area and outturn in Maunds of 40 Seers or 80 lbs. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1872-73. | | Outturn per acre. | | | 1873-74. | | Outturn per acre. | | | Percentage. | |
| | Actuals. | | | | | Estimate. | | | | | Increase. | Decrease. |
| | Acres. | Mds. | Mds. | Srs. | Cht. | Acres. | Mds. | Mds. | Srs. | Cht. | | |
| Meerut ... | 2,78,846 | 3,48,571 | 1 | 10 | 0 | 2,17,504 | 2,00,755 | 0 | 36 | 15 | ... | 26·12 |
| Kumaon ... | 3,598 | 2,178 | 0 | 24 | 3 | 5,812 | 5,699 | 0 | 39 | 4 | 38·37 | ... |
| Rohilcund ... | 1,74,800 | 1,04,023 | 0 | 23 | 13 | 1,71,985 | 1,17,785 | 0 | 27 | 6 | 13·01 | ... |
| Agra ... | 4,36,431 | 5,93,374 | 1 | 14 | 6 | 2,32,238 | 1,97,817 | 0 | 34 | 1 | ... | 37·35 |
| Jhansie ... | 76,670 | 41,044 | 0 | 21 | 6 | 62,689 | 27,939 | 0 | 17 | 13 | ... | 16·66 |
| Allahabad ... | 2,74,247 | 1,22,139 | 0 | 17 | 13 | 2,46,506 | 92,285 | 0 | 15 | 0 | ... | 15·78 |
| Benares ... | 21,524 | 7,335 | 0 | 15 | 3 | 16,279 | 5,256 | 0 | 12 | 15 | ... | 14·81 |
| Total ... | 12,66,116 | 12,18,664 | 0 | 38 | 8 | 9,53,013 | 6,47,536 | 0 | 27 | 3 | | |

*3rd.*—The season has been very unfavorable. The area sown with cotton in the present year is 3,13,103 acres less than the area actually under cotton in 1872-73 and the anticipated yield is 5,71,128 maunds less than the actuals of that year.

*4th.*—The falling off is as follows :—

1. Decrease in estimated area of 1873-74 compared with actual reported area of 1872-73, 24·73 per cent.

2. Decrease in estimated outturn per acre of 1873-74, compared with actual reported outturn of 1872-73, 29·38 per cent.

*5th.*—The decrease in area is chiefly owing to the lateness of the setting in of the rains. This is specially noted in nearly every report while the low figure of the estimate of outturn is attributted to the heaviness of the rains when *they did* set in.

*6th.*—The comparative estimated outturn of 1873-74 with that of the actuals of the eight preceding years is as follows :—

| | lbs. |
|---|---|
| 1865-66 | 62,663,280 |
| 1866-67 | 85,684,920 |
| 1867-68 | 57,875,120 |
| 1868-69 | 44,137,840 |
| 1869-70 | 37,104,160 |
| 1870-71 | 76,387,600 |
| 1871-72 | 65,794,000 |
| 1872-73 | 97,493,120 |
| 1873-74 | 51,802,880 |

7*th.*—It is useless to attempt any correction of the figures now submitted by the Collectors, but as special orders were issued before the commencement of the cold weather that Collectors and their assistants should make special enquiries during their cold *weather* tours of this year as to the actual outturn of cotton in their districts, the Board trust to obtain such information as shall enable them to submit more accurate estimates in future.

8*th.*—Meantime the present estimates may be accepted as a general indication that the cotton produce of this year will be considerably below par and not much more than half the crop of last year.

9*th.*—The quantity available for export will be reduced in a much larger ratio.

10*th.*—The reports of District officers only give bare details and none are of sufficient interest for submission to Government in original.

11*th.*—The statement of prices during the year at the principal marts of each District is incomplete. It will follow as soon as the returns still wanting are received.

12*th.*—A copy of this report will, as usual, be submitted direct to the Chamber of Commerce.

*From Chamber of Commerce to the Board of Revenue, N. W. Provinces.*

*Calcutta, 4th February* 1874.

The Committee of the Chamber of Commerce direct me to thank you for a copy of your communication No. 8 of

6th ultimo to the Government North-Western Provinces, relative to the estimated yield of the cotton crop for the year 1873-74.

| | | |
|---|---|---|
| Comparing the actuals and estimates for the year '72-73, the Committee notice that while the ascertained acreage, | ... | 1,266,116 |
| contrasted favorably with the estimated acreage | ... | 1,233,753 |
| the quantity of produce was proportionately smaller—the actual amount being maunds | ... | 1,218,664 |
| against an estimate of | ... | 1,221,123 |

Looking to the Board's estimates for the year 1873-74, the Committee regret to be advised of so large a falling off in the quantity of land under cultivation and in the anticipated yield of the crop as compared with the respective acreage and outturn for the previous year: the percentage of decrease in both cases is considerable, and if the Board's figures are verified by actual results there will probably be a high range of prices even with restricted exports.

## MADRAS AND ANDAMAN GUMS.

*From Govt. of India to Chamber of Commerce,*

*Calcutta, 25th March* 1873.

I AM directed to forward the accompanying copy of a letter from the Government of Madras, No. 199, dated 20th ultimo, together with 5lbs. of each of the 9 specimens of gums therein referred to, and to state that the Government of India will be glad to be favored with a report as to their market value.

*From Secretary to Government, Revenue Department, Fort St. George, to the Secretary to the Government of India, Department of Agriculture, Revenue and Commerce.*

*20th February* 1873.

With reference to your Under-Secretary's letter dated 7th November 1871, No. 558, I am directed to inform you that the Master Attendant has been instructed to forward to you by the first opportunity a box, for transmission to England, containing in twelve tin cases specimens of gums collected by the Forest officials of this Presidency.

2. Enclosed is a list giving all requisite particulars in connection with these gums ; also a letter* from the Inspector of Forests, from which it will be seen that duplicate specimens are not forthcoming.

* Dated 31st January 1873, No. 1672.

Read the following letter from the Inspector of Forests, to the Secretary to Government, Revenue Department, dated Madras, 31st January 1873, No. 1672 :—

With reference to the Proceedings of Government dated 13th December 1871, No. 2100, Revenue Department, I have the honor to forward herewith specimens of gums, as per accompanying list, for transmission to England. As only a small quantity was collected by the officers of the department, duplicate specimens are not forthcoming.

*List of Specimens of Gum collected by the Officers of the Forest Department of the Madras Presidency, agreeably to G. O. No.* 2100, *dated* 13*th December* 1871.

| Range. | | Botanical Names of the Species of Gum. | English Names. | Vernacular Names. | Quantity supplied. | Quantity that could be supplied yearly from the Forest. | Approximate value per Ton or 2,240 lbs. |
|---|---|---|---|---|---|---|---|
| | | | | | lbs. | Tons. | Rs. |
| Salem ... | 1 | Chloroxylon Swietenia ... | ..... | Biloo (Telugu), Porasa (Tamil) ... | 10 | 1 | 300 |
| | 2 | Conocarpus latifolia ... | ... .. | Cheeriman or Yellama ( do. ) / Namai or Vellai Nagay ( do. ) | 10 | 2 | 420 |
| | 3 | Hardwickia binata ... | ..... | Acha (Tamil), Yapei (Telugu) ... | 10 | 2 | 320 |
| | 4 | Pterocarpus Marsupium ... | ..... | Yagy (Telugu), Vengay (Tamil.) | 10 | 1½ | 420 |
| | 5 | Semicarpus Anacardium ... | ... .. | Geeduchitta (Telugu), Choran Cottai (do.) | 10 | 3 | 420 |
| | 6 | ..... | ..... | Moorkalu ( do. ) ... ... | 10 | 1 | 350 |
| | 7 | Melia Azaderachta ... | ..... | Vaipum ( do. ) ... ... | 10 | 3 | 150 |
| | 8 | Acacia Arabica .. | ..... | Babool ( do. ), Kurvailum (Tamil.) | 10 | 2½ | 350 |
| South Arcot.. | 1 | Nim, 1st sort ... | ..... | Vapen (Tamil) ... .. 3½ lbs. | 10 | 2 | 150 |
| | | Do., 2nd „ ... | ..... | Do. ( do. ) ... .. 6½ „ | | | |
| | 2 | 1st „ ... | Wood Apple. | Velam pecin (Tamil) ... 6 „ | 10 | 2 | 300 |
| | | 2nd „ ... | Do. | Do. ( do. ) ... 4 „ | | | |
| | 3 | 1st „ ... | Babool. | Karuvalen ( do. ) ... 3 „ | 10 | 1 | 250 |
| | | 2nd „ ... | Do. | Do. ( do. ) ... 7 „ | | | |
| South Canara ... | 9 | Vateria Indica ... | Dhoop. | ..... | 9½ | 1 | 300 |

MADRAS,
31*st January* 1873.

(Signed) R. H. BEDDOME, Major,
*Inspector of Forests.*

ORDER THEREON, 20th February 1873, No. 198.

Ordered that the foregoing letter, together with the twelve tin cases and list therewith received, be forwarded to the Government of India, with reference to the letter from that Government, dated 7th November 1871, No. 558.

D. F. CARMICHAEL,
*Secretary to Government.*

*From Government of India to Chamber of Commerce.*

*Calcutta, dated 2nd April* 1873.

I am directed to forward the accompanying specimens of gum collected at the Andaman Islands, and to request that you will be good enough to favor the Government of India with a report as to their market value.

*From Government of India to Chamber of Commerce.*

*Simla, dated 21st October* 1873.

In acknowledging with thanks the receipt of your letter of the 12th July last, on the samples of oils and resins received from British Burmah, I am directed to state that the Government of India will also be glad to be favored with a report as to the market value of the Madras and Andaman gums, specimens of which were forwarded to you with the letters from this office No. 465, dated 25th March and No. 503 dated 2nd April last.

*From Chamber of Commerce to Government of India.*

*Calcutta, 22nd December* 1873.

In acknowledgment of your letter No. 1237 of the 21st October, I beg to state that from inquiries made regarding the samples of Madras gums, I have been unable to find values in the Calcutta market for any of them except that marked "South Canara No. 9 Dhoop," which is valued at Rs. 10 to Rs. 12 per bazar maund, and the Andaman gum which is valued at Rs. 3 to 3-4-0 per maund. The other samples are unknown in this market so far as I have been able to ascertain.

I very much regret to submit so unsatisfactory an answer to your reference and to send so late a reply to it, but I have been able to arrive to even this meagre reply with great difficulty.

## RAW SILK FROM BRITISH BURMAH.

*From Govt. of India to Chamber of Commerce.*

*Calcutta, 3rd January* 1873.

I AM directed to forward copy of a letter* from Conservator of Forests, British Burmah, together with the two samples of raw silk therein referred to, and to request that the Government of India may be favored with the opinion of the Chamber as to their marketable value.

* No. $\frac{1343}{87}$, dated 6th December 1873.

*From the Conservator of Forests, British Burmah, to the Chief Commissioner, British Burmah.*

*Rangoon, the 6th December* 1873.

I have the honor to forward for submission to the Chief Commissioner, two samples of raw silk prepared at Toungoo by Teen Couri Mistry, a native of India.

2. The interest attaching to these samples lies in the fact that they are believed to represent the first attempt made in this country towards introducing the Indian method of unwinding the silk from cocoons.

It has been offered for sale here, but apparently the Chinese and Burmese dealers are accustomed to purchase only the thick coarse silk as manufactured in Burmah, and hence they decline to buy raw silk prepared so fine and thin as the accompanying sample.

From Teen Couri's Agent I have obtained the following particulars.

The cocoons are purchased in the vicinity of Toungoo at the rate of Rs. 1-8 per viss and silk is obtained from them to the extent of 6 tickals per viss.

The only difference apparent between the Indian and Burmese methods of unwinding is that in the former more care is bestowed on the operation.

The cocoons are soaked for upwards of half an hour in hot water and kept constantly stirred with a small tamarind branch. When unwound there is full occupation for two men, one attending to the unwinding and

the other to the cleaning of the silk and freeing it from coarse extraneous particles.

3. The ordinary piece of silk is found Rs. 24 to Rs. 25 per viss, but for silk of the finer description at Calcutta as high a price as Rs. 16 to Rs. 20 per seer is obtained which is equivalent to Rs. 28 and Rs. 30 per viss.

As two men on Rs. 20 per mensem can prepare 20 to 25 tickals of silk in one day, there is reason to believe that the experiment now made will give a good return.

Should this prove to be the case a considerable export trade of the finer description of raw silk may spring up and materially stimulate the cultivation of silk as well as induce more care in its preparation.

*From Chamber of Commerce to Govt. of India.*

*Calcutta,* 14*th January* 1874.

I have the honor to acknowledge the receipt of your letter No. 5 of the 3rd instant, forwarding two samples of raw silk from the Conservator of Forests, British Burmah; and in reply, I beg to annex for your information copy of report upon them from Mr. S. Vaughan of Messrs. Ernsthausen and Oesterley.

*To the Secretary of the Chamber of Commerce.*

*Calcutta,* 13*th January* 1874.

I have the pleasure to inform you that I have examined the two skeins of Burmah silk, yellow and white, and

must class them with our low silks produced in Bengal and certainly not with the finer sorts of medium or good native.

The two skeins in question are native short reel, resembling in nature to some extent our short skein Hurripaul, the white skein however is perhaps more like Gonatia than Hurripaul silk. The thread cannot be said to show careful reeling, is gouty and foul. The yellow skein is medium to coarse and the white what we term coarse size thread pretty even for such a class of silk, and possesses substance. This sort of silk, at present, is not at all in request for the European markets, Canton silks being much preferred at their present low rates ; but it is suited to the requirements of the Bombay and Coast trade, who regularly consume this description of silk. For this purpose I estimate its present value at from Rs. 9 to 9-8 per factory seer. In order to adapt this silk to present European requirements much more care in reeling would be necessary both as regards size and cleanness of thread.

Good *bright* native Bengal silk is at the present moment worth from Rs. 13 to 14—and this description of silk shows much more care in the reeling, say from 8 to 10 cocoons to produce the single thread, and is free from the foul and knib we observe in the sample under review.

S. VAUGHAN.

# COTTON GROWN IN THE DEHRA DOON.

*From Commissioner of Cotton and Commerce to the Chamber of Commerce.*

*Allahabad, 13th January* 1874.

I have the honor to advise you of the despatch per Bangy Post of a sample of cotton grown by Colonel Showers in the Dehra Doon together with a memorandum by that officer on the circumstances attending the experiment.

2. I shall be much obliged if you will kindly favor me with a report on the quality and value of the cotton together with any further remarks which your Chamber may be inclined to make.

## Rough Memorandum on experimental Cotton Cultivation in the Valley of Dehra Doon.

Mr. Rivett-Carnac, the Cotton Commissioner in acknowledging under date the 11th December the receipt of a sample of the produce of my cotton fields having requested some details of the cultivation and results, together with further samples in larger quantity for transmission to the Chambers of Commerce, I write the following *ad interim* memorandum for this purpose, in anticipation of a more elaborate note which will be submitted on the conclusion of the present season's operation, the fields being still (2nd January 1874) under daily picking and the cotton stored being as yet for the greater part unginned and unvalued.

The proposed note will be illustrated with plates, life-size, of the various insects which attack the cotton plant and a description of their forms of appearance, mode of propagation and the means which I have found effectual in arresting their ravages. Occasion will be taken to advert incidentally to the report on the experimental cultivation of cotton in the several model farms in the North-Western Provinces published in the North-Western Provinces *Government Gazette* of the 23rd August 1873, and remarks submitted on the comparative results exhibited in the experiments in question, and my own in view to assisting the arriving at practical conclusions in regard to the best method of cultivating within the means and resources of the native cultivator, to attain the threefold object of improving the quality and length of the staple, increasing the per acreage quantity and securing the largest margin of net profit. For the present the following brief Memorandum detailing the conditions under which my present experiments were undertaken and their progress up to date may suffice for the Cotton Commissioner's purpose in forwarding samples to the Chambers of Commerce and other parties interested.

Desiring to test the suitability of the climate of Dehra Doon for cotton, a point on which there existed considerable doubt, I applied in March last to the District authorities for a grant of land under the waste lands reclamation rules, the site indicated combining virgin soil with an upland slope affording natural drainage. Again in pursuance of my long published view that the proper method of improving the quality of cotton produced in India was to operate with the indigenous

plant, I applied about the same time to the Cotton Department for a supply of selected indigenous seed.

The grant not having been allotted however before the cotton sowing season had arrived, and was passing by (the month of June) I took up on rent 50 beegahs (a little less than 10 statute acres) of the Dehra Doon Tea Company's land lying contiguous to the canal and which the Company had sold last spring. Time for the preparation of the soil was thus extremely limited. I had it watered once, then ploughed four times with the common native plough manured with 120 cart loads, that is 12 cart loads (about 96 maunds per acre) of crude unassimilated refuse from the neighbouring town (the only sort procurable at the instant) then carefully prepared for sowing.

The Cotton Department through the officer in charge of the model farm at Nagpore stating under date 20th May, in reply to my requisition, that the farm could not supply any selected seed, I sent into the neighbouring Saharunpore district for such country seed as could be picked up so late in the season and planted it, the first field being sown on the 19th June and the last on the 20th idem. Among the former was about one beegah sown with selected seed which I had received from Mr. Bell, Manager, Dehra Doon Tea Company, the remains of a small stock sent to him by Mr. Login for trial. I may mention that on the Cotton Department failing me, I applied to Mr. Login at Umballa and to Dr. Jameison, Superintendent, Botanical Gardens Saharunpore, but was equally unsuccessful in both quarters.

The land again which I had taken up on report on account of its being under canal irrigation and of rouslah soil (a grey friable loam well suited to cotton) I found on examination to be for the greater part of inferior quality in respect of depth and admixture of hajru (shale). One piece indeed of seven beegahs was excluded altogether from the experimental plot as totally unfit for cotton and was planted with churree (a coarse jowar), of the remaining 8½ acres about ⅔ produced merely poor stunted plant yielding only about ¼ of the outturn of the better parts of the fields. The cause was apparent when I learnt what I did not know at first that the land had been cropped for years past with rice, one of the most exhausting of crops. It was curious and instructive to observe the distinct indication of the rice cultivation by the low stunted plants growing on the late saturated beds, divided by fine rows of plants marking the lines of the dividing ridge, rows (dols).

The experiment, therefore, it will be observed, has been conducted under very unfavorable conditions equally in respect of soil and unavoidably hurried preparation of the land. Still as the accompanying samples will, I venture to think, be recognized as of superior quality in comparison with the produce of indigenous seed cultivated under the ordinary native method and the outturn will be, I calculate, considerably larger, my proposed note detailing the method I have pursued and the processes of handling the plants at different stages of growth together with the economic results, may, I hope, prove of general use. For the present I will add only a word on the suitability of the climate of the Doon

for cotton culture as illustrated by the progress of my experiments.

The seed being sown as above mentioned between the 19th and 28th June germinated well and showed a row of tiny leaflets above ground in about a week. The process of chopping out to a stand will be described hereafter. The rains set in heavily on the 1st July and continued with considerable severity, but by my constant personal attention to the cultivation the plants suffered no injury but throve apace. Within two months they blossomed and in about 3½ months the ground balls began to show, the upper portion of the same plants being at the same time in blossom. On the 14th October the regular picking commenced and with a day or two's interval during the first week there has not been one single day's intermission in the picking from that date to the present (1st January 1874) from a succession of daily expanding balls. The quantity opening daily has kept five fields' hands in constant work with occasional extra hands to keep down the exuberance of the flushes.

There has been no artificial irrigation except the first watering early in June to soften the soil for ploughing, although since the cessation of the rains about the middle of September not a drop of rain has fallen all through the autumn. A slight shower fell on the 17th December. In respect of this long unclouded autumn so suitable for the maturing of the balls, the climate of the Doon contrasts favorably with that of the American States where the autumnal rains spoil a great deal of

cotton. Again in the best part of the American cotton belt the first killing frost comes from 1st to 15th November, and whereas here our first frost was on the 6th December and that of a mild character which did not affect the plants injuriously. This may be attributed to the sheltered position and damp atmosphere of this valley. I will conclude this memorandum with a brief notice of my experience of the cotton worm.

On the 11th September when the plants were in blossom I observed one or two moths flittering over the fields, and passing between the rows I espied a leaf presenting the appearance which I recognised as indicating the presence of the cotton worm. On picking and examining the leaf, sure enough I found the living worm. On going then carefully over the fields I found a good many of the plants similarly attacked. Being aware from the experience of the American cotton fields that the first generation of the cotton worm which comes in such paucity and seeming insignificance as often to be unlooked becomes, if not eradicated, the parent of countless myriads in the second generation within but a fortnight's interval whose ravages are then irresistible, I lost no time in taking the necessary steps to destroy the enemy and fortunately succeeded. The worm was effectually eradicated throughout the fields. I have had no return of it in a second generation. As this is the most dangerous enemy which the cotton planter has to contend against, sometimes destroying as it does thousands of acres in two or three days without the possibility of arresting its ravages when once fully developed, I propose describing at length in my proposed note the means I adopted

for its extermination on first appearance, and further submitted what I believe to be the origin of the worm in view to the discovery of some sure preventive measure against its first occurrence in cotton fields for the future. From my examination of very many damaged (kinky) balls and seeds I think I have arrived at a reasonable solution of the cause. That it is a point at present involved in obscurity may be gathered from all the published American treatises on cotton culture. Mr. Parson's opinion expressed in his interesting report under date the 15th April 1873 (one of the series above referred to) that the worm is engendered by the plants coming into flower some time before the rains cease, on the analogy of blight in England cannot, I venture to think, be sustained. From a series of scientific experiments made some years ago and which I had occasion to cite in a former paper, it was found that blight was caused by fungi in the air which, though a living substance, was so minute as only to be visible through a microscope; whereas the insects that attack the cotton plant are big enough and voracious enough to make their presence both seen and felt by ravages of inimitable destructiveness when once fully developed. The importance then to the future progress of cotton cultivation in India of discovering the origin of the cotton worm in as much as rendering possible the adoption of some certain and efficacious preventive to its recurrence, can hardly be overestimated, and to this end the second of my observations which will be submitted to the public at an early day may, I hope, in some degree conduce.

*From Chamber of Commerce to Commissioner of Cotton and Commerce.*

*Calcutta, 20th January* 1874.

I am directed to acknowledge the receipt of your letter No. 87 of the 13th instant forwarding a sample of cotton grown by Colonel Showers in the Dehra Doon, and in reply, to annex for your information copy of report upon it from Mr. F. Eisenlohr of Messrs Ernsthausen and Oesterley.

*Report on a Sample of Cotton from Dehra Doon.*

The sample of cotton from Dehra Doon does not represent cotton in the state in which cotton is generally offered to the trade.

It is picked and cleaned with extremest care, ginned and looks beaten, and I doubt, whether larger quantities of such cotton could be produced in a similar state, without enhancing the cost of the article in a high proportion to its intrinsic value.

The colour of this cotton is extremely good, the staple of very uneven length but of fair strength and rather silky. I should classify the cotton on the same scale as saw ginned Darwar and fix its value cleaned as it is at Rs. 22 per maund laid down in Calcutta. At this price it would be eagerly purchased by local consumers and might prove very useful.

F. EISENLOHR.

*From Colonel Showers to Chamber of Commerce.*

*Dehra Doon, 5th February* 1874.

Having received from Mr. Rivett-Carnac, the Cotton Commissioner, copy of your letter to his address acknowledging receipt of a sample of my cotton transmitted through his office, and in reply forwarding a report on the same from Mr. Eisenlohr of Messrs. Ernsthausen and Oesterley, I beg to offer for submission to the consideration of the Chamber the following observations that occur to me with regard to his remark, while valuing the sample at 22 Rs. per maund, that the extreme care in preparation which it exhibits in respect of picking and cleaning, does not represent cotton in the state in which cotton is generally offered to the trade and further in reference to the doubt Mr. Eisenlohr expresses "whether larger quantities of such cotton could be produced in a similar state without enhancing the cost of the article in a high proportion to its intrinsic value." At the price fixed however, Rs. 22, Mr. Eisenlohr adds, "it would be eagerly purchased by local consumers."

Assuming then, as I may do, that Mr. Eisenlohr's report in the above terms has reference to the local market, I would observe that the circumstance of cotton in the same carefully prepared state as my sample not being generally offered to the trade may be accounted for by reference to the comparatively inferior manufactures of the mills as yet started in India, (so far as my knowledge and information goes.) It would not of course pay to buy carefully grown and finely prepared cotton at a necessarily

enhanced rate for the manufacture of tent cloth and the inferior articles of native wearing apparel, but having had the advantage of looking over the principal mills in Lancashire through the kindness of their proprietors, Mr. Cheetham, Sir Thomas Bazley and others, I can state that differential prices to any extent are readily given for superior qualities for the manufacture of the finer numbers of yarn varying from 3*d* for refuse Surats (Indian) to 2*s*-2*d* for American Sea Island and up to 3*s*-6*d* per lb. which has been given for Queensland cotton.

I would only add, in reference to Mr. Eisenlohr's expressed doubt whether larger quantities of cotton in a similar state of preparation as mine could be produced without enhancing the cost of production in a high proportion to its intrinsic value, that the condition of cotton for the manufacture of the finest cloths constitutes an essential element on its market value. For if the minute fragments of leaf and stems which are almost unavoidably picked with the balls, be not carefully thrashed out they become hopelessly mixed with the fibres so as never to be entirely removed, and cause the small black specks that abound in the coarser varieties of Lowells and Asnaburgs of America, and in the inferior class of goods from Lancashire which perhaps may have created the impression that the latter were mildewed. With fair differential prices corresponding to quality the producer need not fear that the extra expense bestowed on the cultivation and preparation of his cotton for the market, will not be fully recouped by the prices realized.

The value of my sample fixed by your broker at Rs. 22 per maund, being less cost of transport to Calcutta,

still higher than the highest quotations I have observed in the recent cotton circulars, is so far encouraging, more especially when taking into consideration the unfavourable conditions under which my present experimental cultivation has been carried on as detailed in the memorandum supplied by me at the Cotton Commissioner's instance and of which he will doubtless have sent you a copy together with the sample. Such produce then out of partially exhausted rice fields from common indigenous seed, may lead us to judge of what decided results may be expected from the same method of cultivation, operating on virgin soil and with selected seed.

Should the Chamber consider that any public advantage might accrue from giving publicity to this correspondence in encouraging others to try cotton growing on the same system, you are quite at liberty to publish my views.

*From Chamber of Commerce to Colonel C. L. Showers, Camp Dehra Doon.*

*Calcutta, 5th March* 1874.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter of 5th ultimo and to thank you for the remarks you have been good enough to submit on the report furnished by them on the sample of cotton transmitted by Mr. Rivett-Carnac.

The Committee are of opinion that your efforts in the cause of cotton cultivation should not fail to be duly

recognised by Government, and that your memorandum is of sufficient importance and interest to be published in the *Gazette of India*.

## COTTON GROWN AT THE NICOBARS.

*From Govt. of India to Chamber of Commerce.*

*Calcutta, 4th March* 1874.

I am directed to forward herewith two samples of cotton grown in the Nicobars, and to request that the Chamber will be good enough to favour the Government of India with its opinion as to their quality and market value.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 11th March* 1874.

I have the honor to acknowledge the receipt of your letter No. 52 of the 4th instant forwarding two samples of cotton grown at the Nicobars, and, in reply, I beg to forward for the information of Government the annexed copy of report upon them from Mr. F. Eisenlohr of Messrs. Ernsthausen and Oesterley.

*Calcutta, 11th March* 1874.

I have examined the two samples of Nicobar cotton handed to me to-day, and called—

1. New Orleans.
2. Hingunghaut.

*New Orleans.*—Shows rather discoloured and stained of irregular staple and slightly leafy ; staple weak, value about Rs. 15 per bazar maund, landed in loose condition in Calcutta.

*Hingunghaut.*—Slightly fresher in color, stained of good staple and fair strength, value about Rs. 16 to 16-8 per bazar maund landed in Calcutta.

F. EISENLOHR.

## NEW MEMBERS.

Mr. H. F. Wilson and Messrs. Reinhold and Co., have been admitted, by the Committee, as Members of the Chamber, subject to the usual confirmation.

## MEMBERS RETIRED.

Messrs. Wills, Edmands and Co., Messrs. John Atkinson and Co., Messrs. Stokes, Coleman and Co., Messrs. Findlay, Hoyes and Co. Messrs. Peel, Jacob and Co., and Messrs. Maurice Feilmann and Co. have ceased to be Members.

## FUNDS OF THE CHAMBER.

The half-yearly balance of the Funds of the Chamber amounts to Rs. 302-10-1, exclusive of Rs. 12,000 in 4 per cent. Government Securities.

B. D. COLVIN,

*President.*

# APPENDIX.

# FUNDS OF THE CHAMBER.

*Statement of the Funds of the Bengal Chamber of Commerce from 1st November 1873 to 30th April 1874.*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| To Office Rent ... ... | | | Rs. | 900 | 0 | 0 | By Balance of 31st October 1873 :— | | | | |
| „ Establishment ... ... | | | ... | 7,263 | 10 | 6 | Cash in Bank of Bengal | Rs. | 780 | 5 | 0 |
| „ Charges General ... ... | | | ... | 5,642 | 10 | 1 | „ in hand | ... | 1,014 | 5 | 8 |
| | | | | 13,806 | 4 | 7 | | | 1,794 | 10 | 8 |
| To Balance :— | | | | | | | Government Paper | ... | 12,000 | 0 | 0 |
| Cash in Bank of Bengal... | 280 | 5 | 0 | | | | | | | | 13,794 10 8 |
| „ in hand ... | 22 | 5 | 1 | | | | By Subscriptions | ... | 8,444 | 0 | 0 |
| | 302 | 10 | 1 | | | | „ Receipts from Price Current | | 3,589 | 12 | 0 |
| Government Paper ... | 12,000 | 0 | 0 | | | | „ Interest for 6 months on 4 per cent. Govt. Paper for Rs. 12,000 | ... | 240 | 0 | 0 |
| | | | | 12,302 | 10 | 1 | „ Arbitration Fee | ... | 32 | 0 | 0 |
| | | | | | | | „ Sundries ... | ... | 8 | 8 | 0 |
| | | | | | | | | | | | 12,314 4 0 |
| | | | Rupees | 26,108 | 14 | 8 | | | Rupees | | 26,108 14 8 |

CALCUTTA,
30th April 1874.

E. E.

H. W. I. WOOD,
*Secretary.*

# Statement showing Bank of England Returns, Price of Consols, Bank Discount, Shipments of Gold and Silver from Europe to the East, Price of Silver in London, amount drawn on Indian Treasuries, and Exchange London on Calcutta in the year 1873.

## BANK OF ENGLAND RETURNS.

| Date. | Liabilities. Circulation including Post bills. | Liabilities. Deposits. | Assets. Securities. | Assets. Coin and Bullion. | Consols. Lowest. | Consols. Highest. | Bank Discount. Rates and Dates of alteration. | Bank Discount. P. Ct. |
|---|---|---|---|---|---|---|---|---|
| 1873. | £ | £ | £ | £ | | | | |
| 1st Jan. | 25,907,384 | 32,817,961 | 37,682,455 | 24,014,298 | 92 | 92⅞ | Jan. 1st | 5 |
| 8th „ | 26,387,970 | 30,384,430 | 32,138,990 | 24,501,412 | 92 | 92⅜ | „ 9th | 4½ |
| 15th „ | 23,961,163 | 27,850,419 | 30,763,695 | 24,365,886 | 92 | 92⅛ | „ 23rd | 4 |
| 22nd „ | 25,486,411 | 26,629,928 | 31,114,555 | 24,029,604 | 92⅛ | 92⅜ | „ 30th | 3½ |
| 29th „ | 23,206,814 | 27,524,947 | 31,276,017 | 24,022,376 | 92 | 92⅛ | ..... | ... |
| 5th Feb. | 25,666,235 | 29,253,095 | 32,670,784 | 24,061,056 | 92⅛ | 92⅜ | ..... | ... |
| 12th „ | 25,281,091 | 29,672,878 | 32,472,860 | 23,995,749 | 92⅜ | 92⅝ | ..... | ... |
| 19th „ | 25,176,074 | 32,620,527 | 36,106,535 | 23,975,303 | 92⅜ | 92⅝ | ..... | ... |
| 26th „ | 24,871,432 | 32,031,254 | 35,791,004 | 23,995,857 | 92⅜ | 92⅝ | ..... | ... |
| 5th March. | 25,997,725 | 33,378,691 | 37,743,691 | 23,997,691 | 92⅝ | 92⅞ | ..... | ... |
| 12th „ | 25,133,909 | 34,130,176 | 38,326,071 | 24,178,225 | 92⅝ | 92⅞ | ..... | ... |
| 19th „ | 25,009,113 | 35,924,785 | 39,971,655 | 24,851,215 | 92⅞ | 92⅞ | ..... | ... |
| 26th „ | 25,383,058 | 30,458,120 | 36,022,362 | 23,819,372 | 92⅞ | 92⅞ | Mar. 20th | 4 |
| 2nd April. | 26,506,664 | 35,997,133 | 42,038,849 | 23,246,564 | 92⅛ | 92⅜ | ..... | ... |
| 9th „ | 26,683,008 | 34,238,936 | 41,276,459 | 22,898,078 | 92⅛ | 92⅜ | ..... | ... |
| 16th „ | 26,583,347 | 33,956,672 | 40,465,544 | 22,823,620 | 93⅛ | 93⅜ | ..... | ... |
| 23rd „ | 26,382,113 | 33,167,437 | 40,236,807 | 23,102,540 | 93⅛ | 93⅜ | ..... | ... |
| 30th „ | 26,562,863 | 32,069,827 | 38,636,441 | 22,164,497 | 93⅛ | 93⅜ | ..... | ... |
| 7th May. | 26,607,200 | 30,776,438 | 39,160,333 | 21,665,462 | 93⅛ | 93⅜ | May 7th | 4½ |
| 14th „ | 26,368,446 | 31,129,081 | 39,529,458 | 21,166,538 | 93⅜ | 93½ | „ 16th | 5 |
| 21st „ | 26,036,921 | 30,160,716 | 38,601,938 | 20,773,048 | 93⅛ | 93⅜ | „ 17th | 6 |
| 28th „ | 25,691,379 | 29,775,452 | 37,990,639 | 20,551,790 | 93⅛ | 93⅜ | ..... | ... |
| 4th June. | 26,270,226 | 31,630,641 | 39,458,641 | 20,657,126 | 92⅞ | 93⅛ | June 4th | 7 |
| 11th „ | 25,420,958 | 30,158,840 | 37,714,735 | 21,163,524 | 92⅛ | 92⅝ | „ 12th | 6 |
| 18th „ | 25,272,418 | 29,728,297 | 36,241,825 | 21,851,190 | 92⅛ | 92⅜ | ..... | ... |
| 25th „ | 25,033,156 | 29, 129,582 | 35,699,661 | 22,279,040 | 92⅛ | 92⅜ | ..... | ... |
| 2nd July. | 26,470,519 | 30,610,381 | 38,639,228 | 22,236,844 | 92⅛ | 92⅜ | ..... | ... |
| 9th „ | 26,621,600 | 33,716,603 | 38,265,744 | 22,274,233 | 92⅛ | 92⅜ | July 10th | 5 |
| 16th „ | 26,557,691 | 34,246,813 | 31,966,333 | 22,411,206 | 93⅛ | 93⅜ | „ 17th | 4½ |
| 23rd „ | 26,326,984 | 34,547,971 | 31,141,376 | 22,315,607 | 93⅛ | 93⅜ | „ 24th | 4 |
| 30th „ | 26,315,704 | 34,403,964 | 30,592,222 | 23,312,407 | 92⅝ | 92⅞ | „ 31st | 3½ |
| 6th Aug. | 27,035,736 | 33,675,965 | 30,305,587 | 23,919,347 | 92⅛ | 92⅜ | ..... | ... |
| 13th „ | 26,958,643 | 33,089,501 | 30,213,909 | 23,960,696 | 92⅛ | 92⅜ | ..... | ... |
| 20th „ | 26,906,852 | 34,622,147 | 30,222,450 | 24,185,320 | 93⅛ | 93⅜ | Aug. 21st | 3 |
| 27th „ | 26,152,981 | 33,601,351 | 31,033,957 | 24,068,523 | 92⅛ | 92⅜ | ..... | ... |
| 3rd Sept. | 26,778,545 | 37,391,061 | 34,108,537 | 24,067,403 | 92⅛ | 92⅜ | ..... | ... |
| 10th „ | 26,990,149 | 35,980,584 | 35,150,485 | 24,018,705 | 92⅜ | 92⅝ | ..... | ... |
| 17th „ | 26,913,669 | 35,416,360 | 35,360,417 | 23,912,623 | 92⅛ | 92⅜ | Sept. 25th | 4 |
| 24th „ | 25,736,416 | 29,426,619 | 35,502,699 | 23,536,767 | 92⅜ | 92⅝ | „ 29th | 5 |
| 1st Oct. | 27,187,649 | 29,040,490 | 38,385,197 | 21,632,341 | 92⅜ | 92⅝ | ..... | ... |
| 8th „ | 27,376,190 | 27,584,764 | 37,060,902 | 21,015,317 | 92⅛ | 92⅜ | ..... | ... |
| 15th „ | 27,315,445 | 24,747,965 | 35,479,961 | 19,729,501 | 92⅛ | 92⅜ | Oct. 14th | 6 |
| 22nd „ | 26,784,134 | 22,982,415 | 33,491,552 | 19,435,599 | 92⅜ | 92⅝ | „ 16th | 7 |
| 29th „ | 26,444,065 | 22,530,971 | 32,652,072 | 19,452,212 | 92⅜ | 92⅝ | ..... | ... |
| 5th Nov. | 26,767,118 | 22,237,428 | 32,920,902 | 19,379,653 | 92⅛ | 92⅜ | Nov. 1st | 8 |
| 12th „ | 26,389,507 | 24,090,553 | 34,321,752 | 19,338,651 | 92⅛ | 92⅜ | „ 7th | 9 |
| 19th „ | 25,706,963 | 23,019,777 | 31,957,542 | 19,979,156 | 92⅛ | 92⅜ | „ 20th | 8 |
| 26th „ | 25,195,500 | 23,905,468 | 31,273,586 | 21,009,793 | 92⅛ | 92⅜ | „ 27th | 6 |
| 3rd Dec. | 25,635,336 | 24,818,105 | 31,922,979 | 21,947,120 | 91⅞ | 92⅛ | Dec. 4th | 5 |
| 10th „ | 25,247,962 | 26,234,723 | 31,358,230 | 22,283,276 | 91⅝ | 91⅞ | „ 11th | 4½ |
| 17th „ | 25,127,689 | 25,120,885 | 30,922,209 | 22,477,653 | 91⅞ | 91⅞ | ..... | ... |
| 24th „ | 25,787,185 | 25,693,447 | 32,517,305 | 22,123,161 | 91⅝ | 92 | ..... | ... |
| 31st „ | 26,125,003 | 29,914,651 | 36,596,690 | 22,518,685 | 91⅞ | 92 | ..... | ... |

## SHIPMENTS OF SPECIE FROM SOUTHAMPTON AND MEDITERRANEAN PORTS FROM 1st JANUARY TO 31st DECEMBER 1873.

| Destination. | Gold. | Silver. | Total. |
|---|---|---|---|
| | £ | £ | £ |
| Aden | 133,332 | 3,000 | 136,332 |
| Alexandria | 1,625,278 | ..... | 1,625,278 |
| Australia (Sydney) | ..... | 29,500 | 29,500 |
| Australia (Melbourne) | ..... | 66,350 | 66,350 |
| Batavia | 6,300 | 200 | 6,500 |
| Ceylon | 33,990 | ..... | 33,990 |
| China (Foochow) | ..... | 900 | 900 |
| China (Hong-Kong) | 13,316 | 604,968 | 618,183 |
| China (Shanghai) | 2,580 | 203,750 | 206,330 |
| Egypt | 20,000 | ..... | 20,000 |
| Gibraltar | 46,741 | 29,599 | 76,340 |
| India (Bombay) | 129,787 | 123,810 | 253,597 |
| India (Calcutta) | 29,602 | 204,580 | 234,182 |
| India (Madras) | 164,600 | 6,868 | 171,468 |
| India (Pondicherry) | 4,020 | 824 | 4,844 |
| Japan—Yokohama | 920,995 | 552,201 | 1,473,196 |
| Malta | 175,657 | ..... | 175,657 |
| Mauritius | 524 | 2,240 | 2,764 |
| Reunion | 4,946 | 8,200 | 13,146 |
| Saigon | ..... | 55,700 | 55,700 |
| Seychelles | 3,840 | 6,560 | 10,400 |
| Straits (Penang) | 4,321 | 180,676 | 192,996 |
| Straits (Singapore) | 22,490 | 1,743,972 | 1,766,471 |
| Total £ | 3,748,113 | 3,477,863 | 6,226,096 |

## PRICE OF SILVER IN LONDON IN 1873.

| Dates. | Bar per oz. | Dollars per oz. | 5 Francs per oz. |
|---|---|---|---|
| | d. | New Old d. | d. |
| 1st January | 4 11⅞ | 4 10⅝ @ 5 0 | 4 11 |
| 8th Feb. | 4 11⅞ | 4 10⅝ „ 5 0 | 4 11 |
| 15th „ | 4 11⅞ | 4 10⅝ „ 5 0⅛ | 4 11 |
| 22nd „ | 4 11⅞ | 4 10⅝ „ 5 0⅛ | 4 11 |
| 1st March | 4 11⅞ | 4 11 „ 5 1 | 4 11 |
| 8th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 15th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 22nd „ | 4 11⅞ | 4 11 „ 5 2⅛ | 4 11 |
| 29th „ | 4 11⅞ | 4 11 „ 5 2⅛ | 4 11 |
| 5th April | 4 11⅞ | 4 11 „ 5 2⅛ | 4 11 |
| 12th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 19th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 26th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 3rd May | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 10th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 17th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 24th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 31st „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 7th June | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 14th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 21st „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 28th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 5th July | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 12th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 19th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 26th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 2nd August | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 9th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 16th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 23rd „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 30th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 6th Sept. | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 13th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 20th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 27th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 4th Oct. | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 11th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 18th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 25th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 1st November | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 8th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 15th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 22nd „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 29th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 6th December | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 13th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 20th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |
| 27th „ | 4 11⅞ | 4 11⅛ „ 5 2⅛ | 4 11 |

## AMOUNT DRAWN BY THE SECRETARY OF STATE ON THE TREASURIES OF CALCUTTA, MADRAS AND BOMBAY.

| Date. | Calcutta. | Madras. | Bombay. | Total. |
|---|---|---|---|---|
| 1873. | £ | £ | £ | £ |
| 1st January ... | 493,100 | 6,900 | 220,000 | 720,000 |
| 15th „ ... | 466,400 | 23,600 | 220,000 | 850,000 |
| 5th February ... | 423,000 | 2,000 | 220,000 | 650,000 |
| 19th „ ... | 433,500 | 11,500 | 220,000 | 700,000 |
| 5th March ... | 522,700 | 37,300 | 140,000 | 700,000 |
| 12th „ ... | 450,000 | ..... | 250,000 | 700,000 |
| 2nd April ... | 450,000 | ..... | 250,000 | 700,000 |
| 16th „ ... | 508,600 | 28,400 | 163,000 | 700,000 |
| 7th May ... | 614,000 | ..... | 86,000 | 700,000 |
| 21st „ ... | 613,500 | ..... | 86,500 | 700,000 |
| 4th June ... | 412,000 | ..... | 150,000 | 562,000 |
| 18th „ ... | 645,000 | ..... | 55,000 | 700,000 |
| 2nd July ... | 230,000 | ..... | 130,000 | 360,000 |
| 16th „ ... | 60,000 | 1,100 | ..... | 61,100 |
| 6th August ... | 698,300 | 1,700 | ..... | 700,000 |
| 20th „ ... | 677,600 | 2,400 | 20,000 | 700,000 |
| 3rd September... | 680,000 | ..... | 20,000 | 700,000 |
| 17th „ ... | 648,100 | ..... | 51,900 | 700,000 |
| 1st October ... | 449,900 | 900 | 250,000 | 700,000 |
| 15th „ ... | 498,100 | 9,000 | 193,840 | 700,000 |
| 5th November... | ..... | ..... | ..... | ..... |
| 19th „ ... | 690,000 | ..... | 10,000 | 700,000 |
| 3rd December... | 443,000 | ..... | 250,000 | 693,000 |
| 17th „ ... | 700,000 | ..... | ..... | 700,000 |
| Total £ | 11,605,460 | 122,400 | 3,017,240 | 14,833,100 |

## EXCHANGE—LONDON ON CALCUTTA.

| Dates. | Government Bills Minimum rate. | Bank Bills at 60 days' sight. |
|---|---|---|
| | s. d. | s. d. |
| 1st January | 1 10⅛ | 1 10⅛ @ 1 10⅛ |
| 8th „ | „ | „ |
| 15th „ | 1 10⅛ | „ |
| 22nd „ | „ | „ |
| 29th „ | „ | „ |
| 5th February | 1 10⅛ | „ |
| 12th „ | „ | „ |
| 19th „ | „ | „ |
| 26th „ | „ | „ |
| 5th March | „ | „ @ 1 10⅛ |
| 12th „ | 1 10⅛ | „ |
| 19th „ | „ | „ |
| 26th „ | 1 10⅛ | „ |
| 2nd April | „ | „ |
| 9th „ | 1 10⅛ | „ |
| 16th „ | „ | „ |
| 23rd „ | 1 10⅛ | „ |
| 30th „ | „ | „ |
| 7th May | 1 10⅛ | „ |
| 14th „ | „ | „ |
| 21st „ | 1 10⅛ | „ |
| 28th „ | „ | „ |
| 4th June | 1 10⅛ | „ |
| 11th „ | „ | „ |
| 18th „ | 1 10⅛ | „ |
| 25th „ | „ | „ |
| 2nd July | 1 10⅛ | „ |
| 9th „ | „ | „ |
| 16th „ | 1 10⅛ | „ |
| 23rd „ | „ | „ |
| 30th „ | 1 10⅛ | „ |
| 6th August | „ | „ |
| 13th „ | 1 10⅛ | „ |
| 20th „ | „ | „ |
| 27th „ | 1 10⅛ | „ |
| 3rd September | „ | „ |
| 10th „ | 1 10⅛ | „ |
| 17th „ | „ | „ |
| 24th „ | 1 10⅛ | „ |
| 1st October | „ | „ |
| 8th „ | 1 10⅛ | „ |
| 15th „ | „ | „ |
| 22nd „ | 1 10⅛ | „ |
| 29th „ | „ | „ |
| 5th November | 1 10⅛ | „ |
| 12th „ | „ | „ |
| 19th „ | 1 10⅛ | „ |
| 26th „ | „ | „ |
| 3rd December | 1 10⅛ | „ |
| 10th „ | „ | „ |
| 17th „ | 1 10⅛ | „ |
| 24th „ | „ | „ |
| 31st „ | 1 10⅛ | „ |

# Statement exhibiting the Assets and Liabilities of the Bank of Bengal, Bank rates of interest and discount, the value of Government securities, the Exchange on London and China, and statement of Import and Export of Bullion and Specie in the year 1873.

## BANK OF BENGAL RETURNS.

| Date. | Liabilities: Capital Reserve & Sundries. | Deposits: Public. | Deposits: Private. | Post Bills. | Assets: Government Securities. | Assets: Other Securities. | Assets: Sundries. | Assets: Coin, Bullion, Govt. Currency Notes & Treasury Balances. |
|---|---|---|---|---|---|---|---|---|
| 1872. | | | | | | | | |
| 21st Jan. | 2,41,00,814 | 3,13,72,093 | 3,01,90,817 | 5,85,739 | 1,45,44,145 | 2,03,28,642 | 35,53,999 | 4,16,51,874 |
| 28th ,, | 2,40,08,204 | 2,56,01,839 | 3,53,11,317 | 7,38,157 | 1,46,94,538 | 2,06,00,816 | 36,20,828 | 4,50,93,561 |
| 4th Febv | 2,40,00,849 | 3,08,47,364 | 3,27,38,963 | 7,86,084 | 1,45,05,737 | 2,08,53,628 | 37,37,492 | 4,66,94,930 |
| 11th ,, | 2,39,81,369 | 3,47,43,574 | 3,16,37,957 | 3,42,023 | 1,45,60,750 | 2,27,42,451 | 36,35,047 | 4,97,04,702 |
| 18th ,, | 2,39,90,297 | 3,57,26,413 | 3,06,19,224 | 3,63,906 | 1,46,91,744 | 2,33,15,074 | 36,91,972 | 4,95,79,500 |
| 25th ,, | 2,40,16,936 | 3,92,91,242 | 2,71,64,467 | 3,34,775 | 1,46,18,906 | 2,71,65,330 | 34,07,262 | 4,93,10,671 |
| 4th March. | 2,40,25,532 | 3,69,51,561 | 2,63,44,085 | 3,21,333 | 1,46,51,532 | 2,55,34,568 | 33,39,589 | 4,84,40,172 |
| 11th ,, | 2,40,30,921 | 3,73,06,022 | 2,67,23,044 | 3,22,772 | 1,39,47,494 | 2,93,10,533 | 34,34,291 | 4,87,92,025 |
| 18th ,, | 2,40,50,143 | 4,32,22,610 | 2,51,54,091 | 3,21,333 | 1,38,57,668 | 3,06,25,637 | 35,26,066 | 4,80,61,601 |
| 25th ,, | 2,40,94,226 | 4,13,35,622 | 2,46,38,741 | 2,76,480 | 1,44,47,362 | 3,08,60,236 | 32,50,433 | 4,83,36,338 |
| 1st April. | 2,41,21,851 | 4,18,17,227 | 2,73,90,496 | 6,65,807 | 1,44,41,773 | 3,40,05,676 | 31,08,378 | 4,85,78,310 |
| 8th ,, | 2,41,54,015 | 4,49,21,646 | 2,69,20,586 | 3,26,336 | 1,45,95,223 | 3,40,22,830 | 30,26,510 | 4,89,18,779 |
| 15th ,, | 2,41,70,702 | 4,15,41,016 | 2,58,37,681 | 2,81,333 | 1,50,91,573 | 3,51,16,578 | 19,74,589 | 4,86,47,195 |
| 22nd ,, | 2,42,14,611 | 4,33,33,397 | 2,69,00,071 | 3,83,731 | 1,52,62,923 | 3,47,76,257 | 20,75,070 | 4,89,17,033 |
| 29th ,, | 2,42,54,787 | 4,17,75,770 | 2,76,31,643 | 6,55,750 | 1,57,15,361 | 3,41,25,084 | 20,20,447 | 4,91,27,433 |
| 6th May. | 2,43,01,284 | 4,19,62,549 | 2,87,53,733 | 2,91,141 | 1,57,11,244 | 3,36,58,060 | 20,12,180 | 4,14,56,061 |
| 13th ,, | 2,42,85,406 | 4,33,53,021 | 2,87,19,969 | 6,21,632 | 1,56,30,015 | 3,33,49,622 | 26,23,573 | 4,08,32,771 |
| 20th ,, | 2,43,12,215 | 4,49,17,798 | 2,63,62,483 | 3,39,064 | 1,54,19,857 | 3,62,44,207 | 26,39,127 | 3,74,45,318 |
| 27th ,, | 2,43,09,157 | 4,43,85,582 | 2,57,09,206 | 2,93,603 | 1,54,19,857 | 3,60,90,431 | 2,54,387 | 3,70,97,426 |
| 3rd June. | 2,43,09,291 | 4,16,29,389 | 2,39,53,816 | 2,68,763 | 1,54,22,251 | 3,53,99,966 | 15,90,596 | 3,76,99,541 |
| 10th ,, | 2,45,23,067 | 4,35,54,647 | 2,18,83,489 | 2,26,324 | 1,54,22,251 | 3,46,08,618 | 18,24,106 | 3,55,62,551 |
| 17th ,, | 2,47,90,237 | 4,19,74,519 | 2,46,45,981 | 2,21,102 | 1,56,30,175 | 3,37,92,662 | 29,46,722 | 3,53,90,360 |
| 24th ,, | 2,48,21,843 | 4,19,41,041 | 2,25,93,531 | 2,63,749 | 1,59,80,148 | 3,35,06,433 | 19,06,544 | 3,51,86,034 |
| 30th ,, | 2,47,87,000 | 4,29,80,217 | 2,45,33,575 | 3,66,564 | 1,61,29,143 | 3,32,20,180 | 21,75,329 | 4,16,58,626 |
| 22nd July. | 2,41,63,093 | 4,26,86,634 | 2,67,10,136 | 3,02,769 | 1,66,32,326 | 3,20,21,796 | 21,20,232 | 4,47,80,264 |
| 29th ,, | 2,41,86,225 | 4,47,72,206 | 2,47,04,227 | 3,25,093 | 1,69,84,921 | 3,01,32,624 | 19,63,207 | 4,56,41,945 |
| 5th August. | 2,41,83,003 | 5,08,77,070 | 2,76,85,310 | 3,62,376 | 1,71,82,952 | 2,98,58,766 | 18,56,236 | 4,54,53,314 |
| 12th ,, | 2,41,88,567 | 4,06,04,511 | 2,73,58,830 | 2,26,507 | 1,73,34,632 | 2,89,51,961 | 16,63,671 | 4,43,45,067 |
| 19th ,, | 2,41,17,067 | 4,46,78,781 | 2,65,56,218 | 2,43,707 | 1,73,47,609 | 3,00,32,146 | 18,96,004 | 4,53,44,013 |
| 26th ,, | 2,41,37,407 | 2,54,36,200 | 2,52,78,429 | 2,78,211 | 1,74,23,969 | 3,00,33,076 | 27,18,191 | 4,49,24,146 |
| 2nd Sept. | 2,41,22,504 | 4,66,55,073 | 2,42,02,105 | 2,76,423 | 1,78,00,660 | 2,86,46,960 | 28,00,262 | 4,55,32,706 |
| 9th ,, | 2,41,20,647 | 4,19,76,542 | 2,56,10,444 | 3,45,137 | 1,75,41,767 | 2,89,01,952 | 30,98,822 | 4,50,13,205 |
| 16th ,, | 2,41,34,225 | 3,78,29,333 | 2,92,91,252 | 3,62,690 | 1,75,79,372 | 2,76,87,993 | 26,65,627 | 4,44,31,304 |
| 23rd ,, | 2,41,76,437 | 3,77,55,917 | 3,07,98,561 | 3,39,178 | 1,75,58,980 | 2,93,56,643 | 24,00,953 | 4,37,50,515 |
| | * | * | * | * | * | * | * | |
| 7th Oct. | 2,41,56,284 | 3,81,32,350 | 2,81,44,943 | 3,06,385 | 1,75,58,980 | 2,85,06,372 | 24,31,772 | 4,02,79,329 |
| 14th ,, | 2,40,90,525 | 3,50,41,153 | 2,96,60,550 | 2,52,118 | 1,75,58,980 | 2,81,95,977 | 19,46,722 | 4,73,02,991 |
| 21st ,, | 2,40,97,689 | 3,44,36,725 | 3,25,85,510 | 5,22,624 | 1,73,34,262 | 2,77,29,807 | 17,64,582 | 4,47,93,914 |
| 27th ,, | 2,41,15,143 | 3,42,06,401 | 3,05,61,891 | 4,56,650 | 1,75,48,726 | 2,69,76,978 | 19,73,089 | 4,31,93,316 |
| 4th Nov. | 2,41,29,533 | 3,31,44,150 | 3,00,73,757 | 2,83,772 | 1,66,30,575 | 2,61,95,054 | 18,47,290 | 4,25,51,112 |
| 11th ,, | 2,41,56,006 | 3,38,25,637 | 3,07,89,287 | 2,76,500 | 1,60,70,585 | 2,62,94,363 | 15,69,504 | 4,01,15,212 |
| 18th ,, | 2,43,09,416 | 3,37,74,773 | 3,00,70,595 | 4,11,170 | 1,58,40,087 | 2,57,65,895 | 16,77,853 | 4,02,52,405 |
| 25th ,, | 2,43,33,656 | 3,60,48,783 | 2,88,17,503 | 4,52,523 | 1,32,34,014 | 2,61,80,563 | 17,62,025 | 4,03,76,663 |
| 2nd Dec. | 2,42,45,780 | 3,53,73,399 | 2,81,36,137 | 5,34,800 | 1,23,06,259 | 2,84,25,747 | 20,34,274 | 4,00,43,814 |
| 9th ,, | 2,42,74,574 | 3,70,55,093 | 2,71,62,842 | 4,24,172 | 1,22,49,224 | 2,89,58,992 | 20,00,541 | 4,00,07,287 |
| 16th ,, | 2,42,94,968 | 3,76,87,812 | 2,79,48,084 | 5,34,512 | 1,25,36,681 | 2,92,36,522 | 20,61,413 | 4,20,50,796 |
| 23rd ,, | 2,43,38,326 | 4,58,64,024 | 2,96,04,866 | 4,38,121 | 1,23,07,907 | 3,00,29,045 | 21,86,492 | 4,44,01,330 |
| 30th ,, | 2,43,58,671 | 3,44,97,300 | 2,63,01,502 | 5,21,952 | 1,23,57,657 | 3,06,21,970 | 20,40,628 | 4,07,25,969 |
| 31st ,, | 2,47,90,349 | 3,87,29,937 | 2,68,31,257 | 2,34,055 | 1,23,90,213 | 3,33,11,151 | 22,71,592 | 4,01,58,768 |

* Bank of Bengal closed during the Doorga Poojah holidays.

## BANK OF BENGAL RATES.

| Date. | Discount: Private Bills | Discount: Government Acceptances | Interest: Fixed Loan on Govt. Paper. | Interest: Deposit of Goods. |
|---|---|---|---|---|
| 1873. | | | | |
| 2nd Jan. | 6½ | 5½ | 5 | 6½ |
| 16th ,, | ... | ... | ... | ... |
| 30th ,, | ... | ... | ... | ... |
| 13th Feb. | ... | ... | ... | ... |
| 27th ,, | 7 | 6 | 5½ | 7 |
| 13th March. | ... | ... | ... | ... |
| 27th ,, | ... | ... | ... | ... |
| 9th April | ... | ... | ... | ... |
| 24th ,, | 6½ | 5½ | 5 | 6½ |
| 8th May | ... | ... | ... | ... |
| 22nd ,, | ... | ... | ... | ... |
| 2nd June | ... | ... | ... | ... |
| 16th ,, | ... | ... | ... | ... |
| 30th ,, | ... | ... | ... | ... |
| 14th July | ... | ... | ... | ... |
| 28th ,, | ... | ... | ... | ... |
| 11th Aug. | ... | ... | ... | ... |
| 25th ,, | 6 | 5 | 4½ | 6 |
| 8th Sept. | ... | ... | ... | ... |
| 22nd ,, | ... | ... | ... | ... |
| 16th Oct. | ... | ... | ... | ... |
| 30th ,, | ... | ... | ... | ... |
| 13th Nov. | ... | ... | ... | ... |
| 27th ,, | ... | ... | ... | ... |
| 11th Dec. | 6½ | 5½ | 5 | 6½ |
| 18th ,, | 7 | 6 | 5½ | 7 |

## INDIAN GOVERNMENT SECURITIES.

| Date. | 5 per cents. | 4½ per cents. | 5½ per cents. |
|---|---|---|---|
| 1873. | | | |
| 2nd Jan. | 101¼ @ 102 | 103¼ @ 104 | 110½ @ 110¾ |
| 16th ,, | 101¼ „ 101½ | 103¼ „ 103½ | 110 „ 110¼ |
| 30th ,, | 102 „ 102½ | 103½ „ 104½ | 110¾ „ 110½ |
| 13th Feb. | 102½ „ 102¾ | 103½ „ 104½ | 110½ „ 110¾ |
| 27th ,, | 102½ „ 102¾ | 103½ „ 104½ | 110½ „ 110¾ |
| 13th March. | 101½ „ 102 | 103½ „ 103½ | 110¾ „ 110½ |
| 27th ,, | 101½ „ 102 | 103½ „ 104 | 110 |
| 9th April | 102½ „ 102½ | 104½ „ 104½ | 110½ „ 110½ |
| 24th ,, | 102½ „ 102½ | 104½ „ 104½ | 110½ „ 110½ |
| 8th May. | 103 „ 103½ | 103 „ 103½ | 111 „ 113½ |
| 22nd ,, | 103½ „ 103½ | 103½ „ 103½ | 110½ „ 110½ |
| 2nd June. | 103½ „ 103½ | 103½ „ 103½ | 110½ „ 110½ |
| 16th ,, | 103½ „ 103½ | 103½ „ 103½ | 120½ „ 110½ |
| 30th ,, | 103½ „ 104 | 103½ „ 103 | 111 „ 111½ |
| 14th July | 104½ „ 104½ | 103½ „ 103½ | 111½ „ 111½ |
| 28th ,, | 103 „ 103½ | 107 „ 107½ | 112 „ 112½ |
| 11th Aug. | 104½ „ 104½ | 103½ „ 103½ | 111½ „ 111½ |
| 25th ,, | 104½ „ 104½ | 103½ „ 103½ | 111 „ 111½ |
| 8th Sept. | 104½ „ 104½ | 103½ „ 103½ | 110½ „ 110½ |
| 22nd ,, | 104½ „ 104½ | 103½ „ 103½ | 110½ „ 110½ |
| 16th Oct. | 104½ „ 104½ | 103½ „ 103½ | 110½ „ 110½ |
| 30th ,, | 105 „ 105½ | 107½ „ 107½ | 110½ „ 111 |
| 13th Nov. | 103 „ 103½ | 103½ „ 107 | 110½ „ 111 |
| 27th ,, | 104½ „ 104½ | 103½ „ 103½ | 110½ „ 110½ |
| 11th Dec. | 104½ „ 104½ | 103½ „ 103½ | 110½ „ 110½ |
| 18th ,, | 104½ „ 104½ | 103 „ 103½ | 110½ „ 110½ |

## EXCHANGE.

| Date. | Calcutta on London: Bank and 1st class credit Bills at 6 months' sight. | Calcutta on London: Document Bills at 6 months' sight. | Calcutta on China: At 30 days' sight. per 100 Dollars. | Calcutta on China: At 30 days' sight. per 100 Taels. |
|---|---|---|---|---|
| 1873. | s. d. s. d. | s. d. s. d. | Rs. Rs. | Rs. |
| 2nd Jan. | 1 11⅞ @ 1 11¾ | 1 11⅞ @ 1 11¾ | 223½ | 306 |
| 16th ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 225 | 306 |
| 30th ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 224½ | 306 |
| 13th Feb. | 1 11¾ „ 1 11¾ | 1 11¾ | 224½ | 303 |
| 27th ,, | 1 11¾ „ 1 11¾ | 1 11¾ „ 1 11¾ | 224½ | 303 |
| 13th March. | 1 11¾ „ 1 11¾ | 1 11¾ | 225½ | 303 |
| 27th ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 226½ | 304 |
| 9th April | 1 11¾ „ 1 11¾ | 1 11¾ | 227 | 302 |
| 24th ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 227 | 302 |
| 8th May. | 1 11¾ „ 1 11⅞ | 1 11⅞ „ 1 11¾ | 225 | 302 |
| 22nd ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 225 | 302 |
| 2nd June. | 1 11¾ „ 1 11¾ | 1 11¾ | 225 | 303 |
| 16th ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 231 | 313 |
| 30th ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 232 | 313 |
| 14th July | 1 11¾ „ 1 11¾ | 1 11¾ „ 2 11¾ | 230½ | 308 |
| 28th ,, | 1 11¾ „ 1 11¾ | 1 11¾ „ 1 11¾ | 232 | 309 |
| 11th Aug. | 1 11¾ „ 1 11¾ | 1 11¾ | 228 | 309 |
| 25th ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 227½ | 307 |
| 8th Sept. | 1 11¾ „ 1 11¾ | 1 11¾ | 228½ @ 227 | 303 @ 304 |
| 22nd ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 224 | 305 |
| 16th Oct. | 1 11¾ „ 1 11¾ | 1 11¾ | 224 | 307 |
| 30th ,, | 1 11¾ „ 1 11¾ | 1 11¾ | 226 | 305 |
| 13th Nov. | 1 11¾ „ 1 11¾ | 1 11¾ „ 1 11¾ | 224 „ 224½ | 306 |
| 27th ,, | 1 11¾ „ 1 11¾ | 1 11¾ „ 1 11¾ | 223½ | 305 |
| 11th Dec. | 1 11¾ „ 1 11¾ | 1 11¾ „ 1 11¾ | 224½ | 305 |
| 18th ,, | 1 11¾ „ 1 11¾ | 1 11¾ „ 1 11¾ | 225 | 305 |

## Statement of the Import and Export of Bullion and Specie, (exclusive of Govt. operations) valued in rupees, from 1st January to 31st December 1873.

| For the Month of | Great Britain. | France. | China. | Penang and Singapore. | Australian Colonies. | Rangoon and Moulmein. | Mauritius and Bourbon. | Arab, Abban and Persian. | Egypt and Suez. | Madras. | Bombay. | Ceylon. | All other Places. | Monthly Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1873. | | | | | | | | | | | | | | |
| | | | | | | **IMPORTS.** | | | | | | | | |
| January ... | ..... | 31,220 | 581,110 | 15,185 | 172,270 | 25,300 | ..... | ..... | 53,725 | 584 | ..... | ..... | 24,700 | 935,697 |
| February ... | 150,700 | ..... | 447,650 | 6,078 | 302,000 | 25,000 | ..... | 1,200 | ..... | 12,641 | 1,515 | 100,340 | 10,740 | 1,058,900 |
| March ... | 5,500 | ..... | 185,464 | 920 | 69,599 | 34,800 | ..... | ..... | ..... | 6,800 | 196,514 | 100,510 | 2,000 | 663,227 |
| April ... | 64,900 | 20,920 | 571,692 | 2,113 | 43,858 | 32,750 | ..... | ..... | ..... | 1,007,774 | 699 | 61,404 | 4,200 | 1,810,929 |
| May ... | 1,560 | 71,300 | 2,014,748 | 18,171 | 63,150 | 696,300 | ..... | 173,647 | ..... | 703,676 | ..... | 125,840 | ..... | 3,871,391 |
| June ... | 5,500 | ..... | 484,140 | 4,923 | ..... | 513,036 | ..... | 44,815 | ..... | 8,507 | ..... | 160,358 | 300,000 | 1,462,872 |
| July ... | 15,000 | ..... | 109,857 | 2,020 | 200,574 | 904,223 | ..... | 75,795 | ..... | 760,600 | 2,258 | ..... | 160,000 | 2,308,555 |
| August ... | 2,000 | ..... | 102,804 | ..... | 207,930 | 67,920 | ..... | 6,400 | ..... | 910,000 | 2,000 | ..... | 14,613 | 1,313,371 |
| September ... | 7,100 | ..... | 963,508 | 93,634 | 195,716 | 98,666 | ..... | 7,200 | ..... | 6,000 | ..... | ..... | 11,909 | 1,387,833 |
| October ... | 10,500 | ..... | 772,824 | 4,725 | ..... | 15,000 | ..... | ..... | ..... | 6,575 | ..... | 500 | ..... | 810,424 |
| November ... | 25,200 | ..... | 622,555 | 21 | 200,500 | 19,268 | ..... | ..... | ..... | 7,120 | 40,291 | ..... | 6,000 | 931,957 |
| December ... | 2,128,600 | 2,800 | 159,442 | 1,800 | 102,000 | 10,300 | ..... | ..... | ..... | 10,000 | 1,000,000 | ..... | 3,450 | 3,427,500 |
| Total ... | 2,420,200 | 125,000 | 6,567,211 | 157,812 | 1,561,599 | 2,580,893 | ..... | 309,056 | 53,725 | 3,439,386 | 1,243,277 | 611,344 | 537,612 | 19,562,787 |

**EXPORTS.**

To Great Britain 1,834,562 ; China 1,355 ; Penang and Singapore 60,870 ; Rangoon and Moulmein 7,695,014 ; Mauritius and Bourbon 1,900,000 ; Akyab, Arracan and Pegu 3,336,145 ; Madras 106,968 ; Ceylon 30,100 ; and to all other places 849,701. } Total ... 15,124,355

## Statement of the Import and Export of Ship Tonnage of the Port of Calcutta from 1st January to 31st December 1873.

| For the month of | Import: British. | | Import: American. | | Import: French. | | Import: All other Foreign. | | Import: Monthly Total. | | Export: British. | | Export: American. | | Export: French. | | Export: All other Foreign. | | Export: Monthly Total. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ships. | Tonnage. | Ships. | Tonnage. | Ships. | Tonnage. | Ships. | Tonnage. | Ships. | Tonnage. | Ships. | Tonnage. | Ships. | Tonnage. | Ships. | Tonnage. | Ships. | Tonnage. | Ships. | Tonnage. |
| January | 46 | 59,955 | 3 | 3,565 | 3 | 1,527 | 1 | 290 | 55 | 65,363 | 52 | 54,429 | 2 | 2,285 | 5 | 2,623 | 42 | 6,752 | 101 | 66,094 |
| February | 33 | 38,369 | 3 | 2,596 | 3 | 3,808 | 1 | 636 | 50 | 45,400 | 54 | 59,430 | 4 | 4,251 | 4 | 1,754 | 54 | 6,041 | 116 | 71,396 |
| March | 24 | 27,259 | 3 | 3,483 | 5 | 2,519 | ... | ... | 32 | 33,252 | 48 | 53,038 | 4 | 3,959 | 9 | 4,329 | 16 | 1,953 | 77 | 63,279 |
| April | 39 | 37,273 | 3 | 3,090 | 5 | 2,455 | 1 | 753 | 48 | 43,574 | 28 | 29,652 | 2 | 2,319 | 4 | 2,052 | ... | ... | 34 | 34,098 |
| May | 35 | 39,530 | 1 | 1,095 | 2 | 986 | ... | ... | 38 | 41,611 | 32 | 31,571 | 4 | 4,101 | 3 | 1,419 | ... | ... | 39 | 37,091 |
| June | 37 | 37,280 | 2 | 2,039 | 2 | 1,233 | ... | ... | 41 | 40,552 | 29 | 31,649 | 2 | 1,529 | 2 | 836 | ... | ... | 33 | 34,014 |
| July | 34 | 39,388 | 2 | 1,917 | 9 | 4,344 | 3 | 1,736 | 48 | 47,385 | 31 | 33,334 | 2 | 2,658 | 2 | 1,233 | ... | ... | 35 | 36,625 |
| August | 18 | 20,256 | ... | ... | 4 | 2,512 | ... | ... | 22 | 22,808 | 25 | 29,848 | 2 | 2,018 | 6 | 2,657 | ... | ... | 33 | 34,523 |
| September | 49 | 53,521 | 1 | 677 | 5 | 3,065 | 2 | 1,644 | 57 | 58,907 | 41 | 44,657 | 1 | 975 | 9 | 4,718 | ... | ... | 51 | 50,350 |
| October | 49 | 52,546 | 7 | 8,140 | 1 | 398 | 17 | 6,029 | 74 | 67,113 | 20 | 22,150 | 1 | 677 | 1 | 455 | ... | ... | 22 | 23,291 |
| November | 39 | 43,906 | 3 | 3,307 | 1 | 463 | 4 | 937 | 47 | 48,703 | 39 | 40,986 | 2 | 2,237 | 2 | 1,553 | 4 | 866 | 47 | 45,642 |
| December | 56 | 65,357 | 3 | 2,876 | 2 | 933 | 2 | 1,678 | 63 | 70,844 | 45 | 51,404 | 5 | 5,439 | 2 | 893 | 46 | 3,663 | 98 | 61,390 |
| Total | 466 | 5,14,791 | 31 | 32,786 | 47 | 24,246 | 31 | 13,703 | 575 | 5,85,526 | 444 | 4,82,177 | 31 | 31,748 | 49 | 24,532 | 162 | 19,275 | 686 | 5,57,732 |

## Statement of the Import and Export of Steam Tonnage of the Port of Calcutta form 1st January to 31st December 1873.

| For the month of | IMPORT. | | | | | | | | | | EXPORT. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | British. | | American. | | French. | | All other Foreign. | | Monthly Total. | | British. | | American. | | French. | | All other Foreign. | | Monthly Total. | |
| | Str. | Tonnage. | Str. | Tonnage. | Str. | Tonnage. | Str. | Tonnage. | Str. | Tonnage | Str. | Tonnage. | Str. | Tonnage. | Str. | Tonnage. | Str. | Tonnage. | Str. | Tonnage. |
| January | 22 | 23,581 | ... | ... | 1 | 907 | ... | ... | 23 | 24,488 | 21 | 21,516 | ... | ... | 1 | 907 | ... | ... | 22 | 22,423 |
| February | 27 | 30,825 | ... | ... | 2 | 1,293 | ... | ... | 29 | 32,118 | 19 | 19,109 | ... | ... | 1 | 907 | ... | ... | 20 | 20,016 |
| March | 31 | 33,987 | ... | ... | 1 | 909 | ... | ... | 32 | 34,896 | 23 | 25,898 | ... | ... | 1 | 909 | ... | ... | 24 | 26,807 |
| April | 27 | 26,051 | .. | ... | 1 | 907 | 1 | 943 | 29 | 27,901 | 29 | 31,003 | ... | ... | 2 | 1,846 | ... | ... | 31 | 32,849 |
| May | 20 | 21,151 | ... | ... | 2 | 1,878 | ... | ... | 22 | 23,029 | 27 | 28,013 | ... | ... | 1 | 939 | 1 | 943 | 28 | 29,895 |
| June | 25 | 26,512 | ... | ... | 1 | 939 | ... | ... | 26 | 27,451 | 24 | 25,373 | ... | ... | 1 | 939 | ... | ... | 24 | 26,312 |
| July | 24 | 26,312 | ... | ... | 1 | 939 | ... | ... | 25 | 27,251 | 21 | 21,745 | ... | ... | 1 | 939 | ... | ... | 22 | 22,684 |
| August | 22 | 24,484 | ... | ... | ... | ... | ... | ... | 22 | 24,484 | 24 | 25,476 | ... | ... | 2 | 1,878 | ... | ... | 25 | 27,354 |
| September | 24 | 25,820 | ... | ... | 1 | 939 | 1 | 943 | 26 | 27,702 | 31 | 34,982 | ... | ... | 1 | 939 | ... | ... | 32 | 35,921 |
| October | 26 | 27,886 | ... | ... | 1 | 939 | ... | ... | 27 | 28,825 | 21 | 22,782 | ... | ... | 1 | 939 | 1 | 943 | 23 | 24,664 |
| November | 26 | 28,476 | ... | ... | 1 | 939 | ... | ... | 27 | 29,415 | 23 | 30,227 | ... | ... | 1 | 939 | ... | ... | 30 | 31,166 |
| December | 41 | 41,909 | ... | ... | 1 | 939 | ... | ... | 42 | 42,848 | 32 | 35,643 | ... | ... | 1 | 939 | ... | ... | 33 | 36,582 |
| Total | 315 | 3,36,994 | ... | ... | 13 | 11,528 | 2 | 1,886 | 330 | 3,50,408 | 298 | 3,21,767 | ... | ... | 14 | 13,020 | 2 | 1,886 | 314 | 3,36,673 |

**TONNAGE SCHEDULE** for the PORT OF CALCUTTA, adopted at a Special General Meeting of the Bengal Chamber of Commerce, held on the 12th February 1872, with effect from 1st September 1872, except as regards the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhea, Safflower, and other articles similarly packed, which, under the Chamber's Resolution of 14th June 1872 had effect from 1st July 1873.

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Aloes, in bags and boxes ... ... | 20 | ..... |
| Alum, in ditto ... ... | 20 | ..... |
| Aniseed, in bags ... ... | 8 | ..... |
| Arrowroot, in cases ... ... | ..... | 50 |
| Arsenic, in bags or cases ... | 20 | ..... |
| Asafœtida, in bags and boxes ... | 20 | ..... |
| Apparel, in boxes ... ... | ..... | 50 |
| Bark, in bags ... ... | 8 | ..... |
| Bees' Wax ... ... | 20 gross | |
| Barilla ... ... | 20 | ..... |
| Betel-nut ... ... | 20 | ..... |
| Books ... ... | ..... | 50 |
| Borax ... ... | 20 | ..... |
| Bran ... ... | 14 | ..... |
| Brimstone ... ... | 20 | ..... |
| Bullion ... ... | at per cent. | |
| Cake-lac, in bags ... ... | 16 | ..... |
| Camphor, in cases ... ... | ..... | 50 |
| Cardamoms, in robins ... ... | 8 | ..... |
| " boxes ... ... | ..... | 50 |
| Cassia, in boxes ... ... | ..... | 50 |
| " bags ... ... | 12 | ..... |
| Castor Seed ... ... | 15 | ..... |
| Chillies, (dry) in bags ... ... | 8 | ..... |
| China Root, in bags ... ... | 11 | ..... |
| " boxes ... ... | ..... | 50 |
| Chiretta ... ... | ..... | 50 |
| Churrah ... ... | 14 | ..... |
| Cigars ... ... | ..... | 50 |
| Cloves, in bags ... ... | 8 | ..... |
| " boxes ... ... | ..... | 50 |
| Coals ... ... | 20 | ..... |
| Cochineal ... ... | ..... | 50 |
| Coffee, in bags ... ... | 18 | ..... |
| " casks ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Coral, rough ... ... | 20 | ..... |
| Coir, loose and unscrewed ... ... | 12 | ..... |
| Copras, or Cocoanut Kernel ... ... | 14 | ..... |
| Coriander Seed ... ... | 12 | ..... |
| Cotton ... ... | ..... | 50 |
| Cowries ... ... | 20 | ..... |
| Cummin Seed ... ... | 8 | ..... |
| ,, Black ... ... | 8 | ..... |
| Cutch, in bags ... ... | 18 | ..... |
| Dates, wet ... ... | 20 | ..... |
| ,, dry ... ... | 16 | ..... |
| Dholl ... ... | 20 | ..... |
| Elephants' Teeth in bulk ... ... | 20 | ..... |
| Furniture ... ... | ..... | 50 |
| Garlic and Onions ... ... | 12 | ..... |
| Ginger ... ... | 16 | ..... |
| Gram ... ... | 20 | ..... |
| Gums, in cases ... ... | ..... | 50 |
| Gunny Bags and Gunny Cloth ... ... | ..... | 50 |
| Gunjah ... ... | ..... | 50 |
| Hemp ... ... | ..... | 50 |
| Hides, Buffalo, or Cow, cured ... | 14 | ..... |
| Hoofs, Horn Shavings and Tips ... | 20 | ..... |
| Horns, Cow, Buffalo, or Deer ... | 20 | ..... |
| India Rubber, in bags ... ... | 16 | ..... |
| ,, in cases ... ... | ..... | 50 |
| Indigo ... ... | ..... | 50 |
| Iron ... ... | 20 | ..... |
| Jute ... ... | ..... | 50 |
| Jute Cuttings ... ... | ..... | 50 |
| Lac Dye ... ... | ..... | 50 |
| Lard ... ... | 20 gross. | |
| Linseed ... ... | 20 | ..... |
| Mace ... ... | ..... | 50 |
| Machinery ... ... | 20 | ..... |
| Metals ... ... | 20 | ..... |
| Mathie Seed ... ... | 18 | ..... |
| Mirabolams ... ... | 16 | ..... |
| Molasses ... ... | 2 puncheons or 4 hhds. | |
| Mother o'Pearl, in bags ... .. | 20 | ..... |
| ,, chests ... ... | 20 | ..... |
| Munjeet ... ... | ..... | 50 |
| Mustard or Rape Seed ... ... | 20 | ..... |
| Niger Seed ... ... | 20 | ..... |
| Nutmegs, in cases or casks ... ... | ..... | 50 |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Nux Vomica ... ... | 16 | ..... |
| Oats ... ... | 16 | ..... |
| Oil, in cases ... ... | ..... | 50 |
| „ casks ... ... | 4 hhds. | |
| Opium ... ... | per chest | |
| Paddy ... ... | 16 | ..... |
| Palmatine, in bags ... ... | 16 | ..... |
| Peas ... ... | 20 | ..... |
| Pepper, Long ... ... | 12 | ..... |
| „ Black ... ... | 14 | ..... |
| Planks and Deals ... ... | ..... | 50 |
| Poppy Seed ... ... | 20 | ..... |
| Putchuck ... ... | 10 | ..... |
| Rags ... ... | ..... | 50 |
| Raw Silk, in bales ... ... | 10 | ..... |
| Rattans for dunnage ... ... | 20 | ..... |
| Red Wood, ditto .. ... | 20 | ..... |
| Rhe a ... ... | ..... | 50 |
| Rice ... ... | 20 | ..... |
| Rope, in coils ... ... | ... .. | 50 |
| „ Lines and Twines, in bundles ... | 16 | ..... |
| Rum, in casks .. ... | 2 puncheons or 4 hhds. | |
| Safflower ... ... | ..... | 50 |
| Sago, in cases ... ... | ..... | 50 |
| Sal-amoniac, in bags ... ... | 20 | ..... |
| „ boxes ... ... | 20 gross. | |
| Saltpetre ... ... | 20 | ..... |
| Salt ... ... | 20 | ..... |
| Sapan Wood for dunnage ... ... | 20 | ..... |
| Sealing Wax, in cases ... ... | ..... | 50 |
| Seed-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ... |
| Senna ... ... | ..... | 50 |
| Shells, rough, in bags ... ... | 20 | ..... |
| Shell-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |
| Silk Chussum ... ... | ..... | 50 |
| „ Waste ... ... | ..... | 50 |
| Silk Piece Goods ... ... | ..... | 50 |
| Skins ... ... | 14 | .. ... |
| Soap, country, in cases ... ... | ..... | 50 |
| „ bags ... ... | 15 | ..... |
| „ bar ... ... | 20 | ..... |
| Stick Lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Sugar ... ... | 20 | ..... |
| Tallow, in cases or casks ... ... | 20 | ..... |
| Talc ... ... | 20 | ..... |
| Tamarinds, in cases or casks.. ... | 20 | ..... |
| Tapioca ... ... | ..... | 50 |
| Tea ... ... | ..... | 50 |
| Teel Seed ... ... | 20 | ..... |
| Timber, round ... ... | ..... | 40 |
| ,, squared ... ... | ..... | 50 |
| Tincal ... ... | 20 | ..... |
| Tobacco, in bales ... ... | 16 | ..... |
| Tortoise Shells, in chests ... ... | ..... | 50 |
| Turmeric ... ... | 16 | ..... |
| Wheat ... ... | 20 | ..... |
| Wool ... ... | ..... | 50 |

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term "dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

*Secretary.*

# SCHEDULE OF COMMISSION CHARGES,

*Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18th June 1861,—with effect from 1st January 1862.*

---

1. On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... ... 5 „
4. On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion, or Treasure ... ... ... 1 „
7. On accepting Bills against Consignments ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. half com.
10. On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent ... 2½ per cent.
11. On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other Commission is derived ... ... 2½ „

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ per cent.
13. On *del-credere* or guaranteeing the due realization of sales ... ... ... 2½ ,,
14. On the management of Estates for Executors or Administrators ... ... 2½ ,,
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... ... 2½ ,,
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ ,,
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive 5 ,,
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings.. ... 5 ,,
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ ,,
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... ... 2½ ,,
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. 5 ,,

If Opium, Indigo, Raw Silk, or Silk Piece Goods... 2½ ,,
If Treasure, Precious Stones, or Jewellery ... 1 ,,

22. On effecting Insurances, whether on lives or property ... .. ... ½ per cent
23. On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium ... ... ... 2½ „
24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... ... 1 „
25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
    Or if recovered by such means ... ... 5 „
26. On Bills of Exchange returned dishonored ... 1 „
27. On collecting House Rent ... ... 2½ „
28. On ship's Disbursements ... ... 2½ „
29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „
30. On granting Letters of Credit ... ... 1 „
31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another ... ... ½ „
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ½ „
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. has been charged ... ... ... ½ „

☞ Brokerage when paid is to be separately charged.

H. W. I. WOOD,

*Secretary.*

# MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto A. and Co.
Apcar and Co.
Argenti, Schilizzi and Co.
Atkinson, Tilton and Co.
Ashburner and Co.
Anderson, Wright and Co.
Balfour, J. *Offg. Agent, Oriental Bank Corporation*
Balmer, Lawrie and Co.
Barlow and Co.
Begg, Dunlop and Co.
Blacker, G. M.
Borradaile, Schiller and Co.
Buskin, E. G.
Carlisles Nephews and Co.
Chalmers, J. *Manager, National Bank of India.*
Cochrne, S. *Manager, Agra Bank, Limited.*
Colvin, Cowie and Co.
Crooke, Rome and Co.
Cox, Henry S.
Cohn Brothers and Co.
DeSouza, Thos. and Co.
Dwarkanath Dutt and Co.
Ede and Hobson.
Ernsthausen and Oesterley.
Ewing and Co.
Elliott, John and Co.
Ezra, E. D. I.
Fergusson, J. H. and Co.
Finlay, Muir and Co.
Gisborne and Co.
Graf and Banziger.
Graham and Co.
Grindlay and Co.
Gubbay, Elias S.
Henderson, George and Co.
Heilgers, F. W. and Co.
Hoare, Miller and Co.
Huber and Co.
Jardine, Skinner and Co.
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
Kerr, Tarruck and Co.
Lamouroux and Co.
Longmuir, T. *Manager, Delhi and London Bank, Limited.*
Lovell, H. P., *Supdt., P. & O. Steam Navigation Company.*
Mackillican, J. and Co.
Macallister, R. and Co.
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macneill and Co.
Macknight, Anderson and Co.
Moran, W. and Co.
Manockjee Rustomjee.
Morriss, E., *Agent, Hong-Kong and Shanghai Banking Corporation.*
Pearce, Macrae and Co.
Playfair, Duncan and Co.
Petrocochino Brothers.
Prestage, F., *Agent of the Eastern Bengal Railway Company.*
Prawnkissen Law and Co.
Ralli Brothers.
Ralli and Mavrojani.
Reinhold and Co.
Robert and Charriol.
Rentiers and Co.
Robinson, S. H.
Reid, J. M., *Agent, Chartered Mercantile Bank of India, London, and China.*
Renaud, A., *Manager, Comptoir D'Escompte de Paris.*
Sagrandi, J. P.
Steel, McIntosh and Co.
Schlaepfer, Putz and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Sassoon, David and Co.
Shaw, D. T. and Co.
Thomas, J. and Co.
Turner, Morrison and Co.
Toulmin, L. W. and Co.
Tamvaco and Co.
Tambaci, Paul and Co.
Ullmann, Hirschhorn and Co.
Weinholt Brothers.
Wilson, H. F.
Whyte, G. A., *Agent, Chartered Bank of India, Australia and China.*
Whitney Brothers and Co.
Williamson Brothers and Co.
Wiseman, Mitchell, Reid and Co.
Wolff, Wilmans and Co.
Yule, Andrew and Co.

## MOFUSSIL MEMBERS.

Hamilton, Brown and Co.—*Mirzapore.*

# RULES AND REGULATIONS

OF THE

# BENGAL CHAMBER OF COMMERCE.

*First* .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

*Second*.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

*Third*....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

*Fourth*....That candidates for admission as members of the Chamber shall be proposed and seconded by two members, and may

be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

*Fifth*.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

*Sixth* ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

*Seventh*... That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of a President and Vice-President and five Members, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Four to form a quorum.

*Eighth*.... Annual elections of President, Vice-President, and members of the Committee shall be determined by a majority

of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

*Ninth*... That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

*Tenth*... Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

*Eleventh*. That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their

convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

*Twelfth.* That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

*Thirteenth.* That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

*Fourteenth.* That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

*Fifteenth.* That General Meetings of the Chamber shall be held at such times as the Committee may consider convenient for the despatch of business.

*Sixteenth.* That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

*Seventeenth.* That on the requisition of any five members of the Chamber, the President, or,

in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.

*Eighteenth.* That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

*Nineteenth.* That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

*Twentieth.* That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

*Twenty-first.* That the Chamber reserves to itself the right of expelling any of its members; such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

*Twenty-second.* That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

*Twenty-third*...That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

*Cones and Co., No. 19, Loll Bazar.*

# REPORT

OF

# THE COMMITTEE

OF THE

# BENGAL CHAMBER OF COMMERCE.

**From 1st May to 31st October 1874.**

Calcutta:

PRINTED BY JONES & CO., NO. 19, LOLL BAZAR.

1874.

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*Proceedings of the half-yearly General Meeting of the Bengal Chamber of Commerce held on Tuesday, the 5th January* 1875.

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J. C. MURRAY, *President, in the Chair.*

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The President addressed the members as follows :—

GENTLEMEN,—The delay in the issue of our report makes it in some respects out of date, as further subjects have since come before the Committee, and others, touched upon in the report, have advanced a stage or two. I shall mention a few of the new subjects before I proceed to those noticed in the report. The first of these is the opening of the Hooghly, or, as it is now called, the Howrah Bridge. Thanks to the skill and energy of Mr. Bradford Leslie, the bridge, for which the Chamber and the public in general have agitated so long, has become an accomplished fact. The cost of it, however, has exceeded the original estimate, being fully, or very nearly, £220,000 ; details, we suppose, will be duly furnished by the Government. The management of the Bridge has, under the Act, been vested in the Port Commissioners, but I am sorry to say the Go-

vernment have distinctly refused their consent to the Commissioners' proposition to leave the traffic of both goods and passengers free for at least six months. I am not, I believe, guilty of any breach of official confidence in making these facts public. This interval of free communication between the two banks of the Hooghly would have done much to consolidate the traffic, and the Bridge Trustees would have gained information and knowledge as to the extent of traffic and the cost of maintenance of the Bridge. The consequence of this refusal has been that the highest tolls allowed by the Act have to be enforced, but to this we can hardly object. Tolls may, after some experience, be lowered, but they cannot be increased without great dissatisfaction. A cause of greater dissatisfaction, however, will be found in the enforcing of the clause in the Act by which the Government are enpowered to levy tolls on all goods arriving at Howrah Station, whether their ultimate destination takes them across the bridge or not; even coals, consumed principally by steam tugs in the river, and not going anywhere near the bridge, are taxed at the rate of Re. 1 per 100 maunds. This subject was fully gone into and discussed at the time in the Bengal Council, and was carried by "the mere weight of official votes," in the face of the strong arguments against it of the non-official

members and the protests of the Chamber, the Trades, and other public bodies. In their united judgment, the clause was declared to be alike "unsound in principle, inequitable in its practical application, and certain to give rise to well-founded complaints." This general dissatisfaction and these well-founded complaints will not be lessened when I further mention a fact, which I have been specially asked to notify to you, that an offer of payment of Rs. 150,000 per annum by the Railway Company on condition of the bridge being thrown open, as respects the traffic on the railway free of all charge, has been refused by the Government without any, the slightest, acknowledgment. The amount offered might be insufficient to meet the wants of Government for interest, sinking fund, maintenance, and repairs; but I think the liberality which prompted the offer deserved something more courteous than a simple demand for £10,000 more. The traffic over the bridge, if encouraged and fostered, will, perhaps, be larger than even the most sanguine could expect, and the returns would be more than sufficient to pay for maintenance, interest on capital, and sinking fund. But with such restrictions on it before the people have become accustomed to its use, the returns will be reduced below their legitimate level, a false estimate of the utility of the bridge will be formed, and the only way to supplement the

earnings to the required amount will be, as it has been, to levy an inequitable tax on goods which should not contribute towards the construction and maintenance of the bridge, and the imposition of a burden on one of our largest industries—coal—which it should be the first care of Government to encourage by all the means in their power.

The next subject is one to which my attention and co-operation was requested by the Chairman of the Landholders' Association, and is closely connected with this largely increasing and important part of the trade—the coal trade from Beerbhoom. This coal is, as you are aware, brought down from the pit's mouth by the E. I. Railway, and discharged into boats at the Railway Jetties at Howrah. These Jetties have silted up so much that the greatest possible inconvenience is experienced in the discharge of the waggons and the loading of the boats. The Railway Company here are quite alive to the hardship of the case, and are willing to assist in any endeavour to remedy it. The Committee of the Chamber have asked the Government to refer the matter to the Port Commissioners with the view of ascertaining their opinion, as Conservators of the Port, as to the best means of removing the disadvantages under which this great branch of industry is now placed.

The next subject that has, since the report, come under the notice of your Committee is the fixing of the terminus of the new railway in Eastern Bengal, at Julpigoree, instead of Silicooree, a distance of something under 30 miles from the proposed site. The extension of the line for only this short distance will give our large and growing tea-planting interest in Darjeeling and the Terai the benefit of railway communication, from which it would be practically debarred if the present proposed terminus is maintained. This matter has been brought to the notice of your Committee by a communication from tea-planters at Darjeeling; but as it appears to them to belong more to the Landholders' Association, the Committee have referred the matter to them, with an intimation that they are prepared to give them the benefit of their co-operation, if required.

The third subject is the levying of illegal black mail by the native officials on boats passing through the Chitpore Canal. The matter in question was taken up by the police authorities, but for want of sufficient evidence, the case was dismissed. The fact of such illegal cess has thus been prominently brought to the notice of Government, and this of itself will act in some measure as a deterrent in future.

A fourth subject has been the alterations in the present Merchant Shipping Act and the consolidation of the various enactments relating thereto. This has been a heavy business, as the papers connected with it occupy nearly 150 closely-printed pages of foolscap, and embrace some 13 or 14 different points, to say nothing of their subdivisions. Many of the subjects have already formed the bases of former representations from the Chamber; and as the opinion of the present Committee is in perfect accord with those already put before Government, we have simply drawn the attention of Government to what we formerly wrote, adding a few words on such new subjects as were brought forward. On one very important point, however, the survey of shipping, the Committee are surprised to see a letter from them, bearing directly on the subject, omitted from the record now sent round to them. The omission has been brought to the notice of Government, and the suggestions therein contained again pressed on them.

The last subject is, I regret to say, an undue stretching of the Customs law by the Collector. By a wise and very proper provision of the law, the Collector is at liberty in any case where he has reason to believe too low a valuation to have been placed on goods, to take them over on behalf of the

Government, paying to the importer the value thereof at the valuation he may have himself fixed. This is a good and salutary check on any attempt at under-valuations, as the importer may at any time be taken at his word, and his goods find their way into the hands of the Government. But while the Legislature has thus provided a security for the due preservation of the public revenue, they have also given the public an equal safeguard against the arbitrary and unnecessarily frequent exercise of this power, for it is distinctly provided that such goods as may be taken over "shall be sold by public auction." In two instances lately where goods have been so taken over, they have not been *sold* but *bought in*,—a proceeding for which there is not only no provision in the Act; but is, as it appears to the Committee, directly opposed to the very safe and proper positive enactments prescribed for the guidance of Government, and for the protection of the importer. The last instance has only been placed yesterday in its entirety before the Committee, and the Secretary was at once instructed to place himself in communication with the Board of Revenue on the subject.

Having brought you down to the meeting, yesterday, of the Committee, I think I have exhausted all the subjects that have engaged our atten-

tion since the 31st October, and I now turn to the report itself, on which my remarks will be but few, as the different subjects, taken in connection with the correspondence attached to them, speak for themselves. There are one or two, however, which require an additional word or two to bring them up to the present time. The first question of the Customs Tariff revision Committee has been a sore point. As far back as August 1873, when I had the honor of being President, the Chamber addressed a strong remonstrance to the Government on the heavy incidence of the import duties,—an incidence heavier than was contemplated when the Tariff was settled. I shortly afterwards resigned the chair, but having been recalled to it a few months ago, one of the first acts of the new Committee was to take up this question again, and in this they have been ably assisted by the Vice-President, and a second and stronger representation was sent in to Government, backed by the unanswerable argument of figures. Whether it was this second representation, or the agitation at home, which induced the Government to turn their attention to the remedying of the evil, I cannot say. A communication, however, was received by us, which you will find duly set out in the report, stating that a Commfttee would be formed to take the Tariff into consideration, and naming the

members to sit on it, reserving place for such *officers* as might be subsequently selected after reference to the Governments of Bombay and Madras. You will see clearly from this that the first intention of Government was to have only an *Official* Committee; no mention was made of any member from any of the three Chambers in India being expected. Your Committee, and I confess I myself personally, regarded this as a slight, not only upon ourselves, but also upon our sister Chambers at the other Presidencies. No notice was, therefore, taken of this communication from Government beyond a circular to members, asking them for suggestions as to such alterations in the Tariff as ought, in their opinion, to be made. The Government seem to have altered their mind as to the constitution of the Committee, and have since asked the Committee of the Chamber to nominate a member to sit with those already named. This needed a second reference to Government, and we have been informed, in reply, that the nomination of a mercantile member, by Government, was not intended to anticipate the further appointment of a second mercantile member by the Chamber. I am quite willing to confess the great reluctance with which I have yielded to the request of the Committee to represent the Chamber. I would much rather have allowed the Government to proceed

in their own way, and take the whole responsibility, than have gone on this Committee after this, perhaps unintentional, slight. The interests involved are, however, too large to allow of private feelings, and I have therefore yielded to the wishes of your Committee, and have consented to sit.

The next subject in the report refers to the alteration in the forms of the daily returns of imports and exports issued by the Custom House. They are not generally liked, and though the Committee stated this three months ago to the Board, and subsequently to the Collector, and requested a return to the old forms, no notice has been taken of our representation up to the present moment. I must, however, do the Collector the justice to say that his main object in altering the forms was, while ensuring perfect accuracy, to make them more complete and easy for reference. Before he changed these forms, he submitted the import one to me, and I pronounced it preferable to the old one. In this sample form the old classifications were retained; and if he would only go back to such old classification, I would still prefer the new form; but I was never consulted about any alteration in the classifications, and I object as strongly as any one to any change having been made in this respect, as any comparison

of statistics is now impossible. The export list was never submitted to me, and this is the one most generally complained of. I had hoped that, in deference to the feeling of subscribers on the subject, the publication of the old form would have been reverted to with the new year.

The next two items—jute warehouses and the new Port Bill—are now before the Bengal Council, where the representations of the Committee will, I have no doubt, receive full attention.

In the matter of the additional Port Rule for the protection of the bridge, I think I may again say I am guilty of no breach of official confidence when I mention the fact of the Port Commissioners fully recognizing the hardship of their very necessary rule on the ships that may require to use the opening. They have made certain recommendations to Government, which, if accepted, will remove this hardship in whole or in part.

"Telegraph code massages" is the next subject in the report; and on this I would merely observe that we must all be prepared for some change in the present method at the conference at St. Petersburgh in May next, and be ready to alter our codes in accordance therewith. What these alterations may be, it is of course impossible to

predict; but Colonel Robinson's experience of the wants of India in this respect is a sufficient guarantee for their being duly taken care of by him as the representative of our Government.

The contract with the P. and O. Company, and the detention of our mails at Brindisi, are the two last subjects on the list, and they are intimately connected. Since the date of the report, the Committee have received a communication from one of the most influential owners of steamers trading to this port, complaining of the mode in which the contract was granted, and the provisions therein. The Committee have sent to England for copies of the existing as well as former contracts with the Company, so that they may be prepared with their remarks before the present contract expires. The detention of our mails at Suez for a whole week was so flagrant a disregard of our interests, that the Committee considered it their duty to protest strongly against it, and in this they have been warmly seconded by the Bombay Chamber. We are now waiting a reply to our letter to the Post Master General, before taking up the subject of subsequent delays in the receipt of our letters. Our representations of delay have not been confined to the shortcomings of the P. and O. Company. The next letter will show

you that the departure of the mail train from Bombay is to be, or has been, by this time, altered, so as to prevent the detention of our letters at Bombay after the arrival of the steamer.

These, gentlemen, are the principal points which have engaged the attention of the Committee; and though I have trespassed upon your patience, I must crave your indulgence for a moment longer. A reference to the state of our finances, as given at page 84 of the report, will show you that the expenses of the Chamber exceed its income. On the 31st October we had a cash balance of only Rs. 20, and we have been obliged to touch our Reserve Fund to the extent of Rs. 2,000 to pay our way since. This was a most unsatisfactory state of things, and I have, therefore, with the assistance of the Vice-President, gone carefully through every item of our expenditure, and we have cut off every thing not absolutely necessary. The monthly deficit is now not large; but there should be no deficit, if those who now keep aloof were to rejoin us. I have heard it said, "We gain no good from the Chamber, and we therefore do not join." Our half-yearly reports (and this one is no exception) show clearly that every class or branch of our trade is benefited by the work which the Chamber does, and this complaint will not bear exa-

mination. The funds are so nearly at an equilibrium now, that we need only a few more members to turn the scale again.

I now move that the report of the Committee for the half-year ending 31st October be received and adopted.

Mr. JAMES MURDOCH said he was sorry to observe that the Chamber had again addressed the Government on the subject of the reduction of the Doorga Pooja holidays. He had, however, much pleasure in seconding the resolution, "that the report of the Committee of the Bengal Chamber of Commerce for the half-year ended 31st October last be received."

The resolution was put and carried.

It was then proposed by the Chairman, seconded by Mr. G. G. Riso, and carried, "that the Committee's conditional election of Messrs. N. J. Valetta and Company, as members of the Chamber of Commerce, be confirmed."

Mr. W. H. CHEETHAM then proposed "that the cordial thanks of the Chamber of Commerce be given to the Committee for their services."

The resolution was seconded by Mr. James Murdoch and carried.

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A Special Meeting was then held for the purpose of confirming the alteration of Rule VII. of the Chamber. It was proposed by the Chairman, seconded by Mr. Riso, and carried, "that the alteration of Rule VII., as proposed by the Provisional Committee, and adopted at the Meeting held on 5th September last, be confirmed, and that Rule VII. be as follows:—'That the business and funds of the Chamber shall be managed by a *Committee of not less than five, nor more than seven members, including the President and Vice-President,* to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President being ex-officio Chairman of the Committee, and, in the absence of the President and Vice-President, the Committee to elect its own Chairman; *three* to form a quorum.'

The meeting then terminated.

H. W. I. WOOD,

*Secretary.*

# BENGAL CHAMBER OF COMMERCE.

## Report of the Committee for the half-year ended 31st October 1874.

THE Committee have the pleasure to submit their Report on the principal questions which have come under their consideration during the past half-year.

### Revision of Customs Tariff.

The question of the unsuitableness of the existing Tariff valuations to the present conditions of the trade of this port was forcibly pointed out by the Committee to the Government as far back as August of last year, and the Government, as evidenced by references to the Chamber on minor articles, have acknowledged the need of a revision, but the consideration of the subject was postponed, matters of greater urgency having, no doubt, engaged the attention of Government. The present excessive valuations of piece goods and yarn have pressed so heavily on importers that the Manchester Chamber took up the subject. Your Committee have again

addressed the Government and have shown by figured statements that for at least 12 months piece goods had been paying 18 per cent above what they should have paid had the Tariff been amended. A Committee for the revision has been appointed at last; their sittings will begin next month and it is hoped that the Financial Member will in his next budget be prepared to re-adjust the valuations, as may be decided by this Committee, and remove the burden which now presses so heavily on this most important portion of our import trade. Other alterations, but of minor importance, will require to be made in the schedule, and these will no doubt have due attention from the Committee of revision.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 23rd September* 1874.

In their letter dated the 20th August of last year the Committee of the Chamber of Commerce submitted a representation relative to the revision of the tariff of fixed valuations for assessment of Customs duties, and expressed a hope that the Governor General in Council would be pleased to accept their assurances that the changes which had been gradually introduced into the trade since the valuations were fixed in 1869 were of such a nature as to justify a further revision, consistent alike with the interests of merchants and a right regard for the public revenue.

To that representation the Committee have had no reply, but they learn indirectly from the recent publication of a letter dated 15th May last addressed by the Government of India to Her Majesty's Secretary of State on the subject of a memorial from the Manchester Chamber of Commerce concerning duties levied in India on cotton manufactures and yarn, that the subject had been under consideration, and that possibly a Committee would be convened in the ensuing cold season for the purpose of revising the existing tariffs.

The Committee have not earlier pressed this subject on the attention of Government as they hesitated to do so while graver and more urgent questions were under consideration, but the communication referred to induces them to again place before the Government the application submitted by them a twelve-month ago.

In renewing the request then made the Committee desire me to state that they are prepared to recommend various amendments in the tariff which they believe will be in unison with the changes which the market has undergone, and with the present and probable future range of values.

As Piece Goods and Yarn constitute the bulk of the import trade they are taken for the purpose of comparing the market and tariff values, and the following figured statements will, the Committee think, suffice to satisfy the Government that there are sufficient grounds for such an amendment of the latter as will bring them more in accord with actual values.

In the 12 months ended 30th June 1874 the imports of Grey Shirting cloth and Yarn were as follows :—

CLOTH.

| | | | | |
|---|---|---|---|---|
| 6 lb Shirtings | — | 653,834 | pieces= | 3,923,004 lb. |
| 6½ „ | — | 280,284 | „ | 1,821,846 „ |
| 7 „ | — | 1,411,828 | „ | 9,882,796 „ |
| 7½ „ | — | 769,930 | „ | 5,774,475 „ |
| 8 „ | — | 181,265 | „ | 1,450,120 „ |
| 8¼ „ | — | 2,199,778 | „ | 18,148,168 „ |
| 8½ „ | — | 505,699 | „ | 4,298,042 „ |
| | | 6,002,618 pcs. | = | 45,298,451 lb. |
| All other weights | — | 799,437 | „ | |
| Total of all | — | 6,802,055 pieces. | | |

YARNS.

| | | | |
|---|---|---|---|
| No. 20 Twist | — | — | 168,910 lb. |
| 30 „ | — | — | 210,840 „ |
| 40 „ | — | — | 5,540,027 „ |
| 50 „ | — | — | 857,689 „ |
| 60 „ | — | — | 485,945 „ |
| 70 „ | — | — | 154,905 „ |
| 80 „ | — | — | 127,551 „ |
| 90 „ | — | — | 71,305 „ |
| 100 „ | — | — | 72,573 „ |
| Above „ „ | — | — | 96,902 „ |
| | Total | — | 7,786,647 lb. |

These figures show 1st,—that of the total imports of

Grey Shirtings 88 per cent. consisted of weights ranging from 6 to 8½ lb., the average weight being 7½ lb. per piece : and 2nd,—that 88½ per cent. of the total imports of Grey Yarn consisted of Nos. 40, 50 and 60—those counts constituting the chief consuming qualities.

For the 12 months ended as above the values of ordinary grey cloth—6 to 8½ lb. per piece—and of grey yarn —40*s*, 50*s* and 60*s*—have been as follows :—

SHIRTINGS.

| | | | 6 lb. | 6½ lb. | 7 lb. | 7½ lb. | 8 lb. | 8¼ lb. | 8½ lb. |
|---|---|---|---|---|---|---|---|---|---|
| July | 1873 | Rs. | 4 2 | 4 7 | 4 11 | 5 11 | 5 8 | 5 12 | 5 15 |
| Aug. | „ | „ | 4 2 | 4 7 | 4 10 | 5 9 | 5 8 | 5 10 | 5 14 |
| Sep. | „ | „ | 4 2 | 4 7 | 4 10 | 5 8 | 5 8 | 5 10 | 5 14 |
| Oct. | „ | „ | 4 3 | 4 8 | 4 11 | 5 8 | 5 8 | 5 9 | 5 14 |
| Nov. | „ | „ | 4 1 | 4 6 | 4 9 | 5 6 | 5 5 | 5 7 | 5 12 |
| Dec. | „ | „ | 4 1 | 4 5 | 4 8 | 5 4 | 5 5 | 5 6 | 5 11 |
| Jan. | 1874 | „ | 4 1 | 4 5 | 4 9 | 5 4 | 5 6 | 5 7 | 5 11 |
| Feb. | „ | „ | 4 0 | 4 5 | 4 8 | 5 2 | 5 5 | 5 6 | 5 10 |
| March | „ | „ | 4 0 | 4 5 | 4 8 | 5 2 | 5 5 | 5 5 | 5 10 |
| April | „ | „ | 3 14 | 4 4 | 4 7 | 5 2 | 5 4 | 5 4 | 5 11 |
| May | „ | „ | 3 14 | 4 4 | 4 8 | 5 5 | 5 6 | 5 8 | 5 13 |
| June | „ | „ | 3 14 | 4 4 | 4 7 | 5 5 | 5 6 | 5 8 | 5 10 |
| | | | 48 6 | 52 3 | 54 10 | 64 2 | 64 10 | 65 12 | 69 1 |
| Average of 12 months ... | | | 4-0-6 | 4-5-7 | 4-8-10 | 5-5-6 | 5-6-2 | 5-7-8 | 5 12 |

At the present time these quotations are respectively—

3 8 3 14 4 0 4 15 5 0 5 0 5 7

MULE TWIST—*Medium, Banner Mill, per morah.*

| | | | 40*s.* | 50*s.* | 60*s.* |
|---|---|---|---|---|---|
| July | 1873 | Annas | 5 9 | 5 5 | 5 2 |
| August | „ | „ | 5 8 | 5 5 | 5 1 |
| September | „ | „ | 5 6 | 5 3 | 4 10 |
| October | „ | „ | 5 8 | 5 8 | 5 0 |
| November | „ | „ | 5 5 | 5 5 | 5 0 |
| December | „ | „ | 5 5 | 5 4 | 4 9 |
| January | 1874 | „ | 5 5 | 5 4 | 4 10 |
| February | „ | „ | 5 5 | 5 2 | 4 9 |
| March | „ | „ | 5 5 | 5 0 | 4 8 |
| April | „ | „ | 5 5 | 4 10 | 4 6 |
| May | „ | „ | 5 6 | 4 9 | 4 6 |
| June | „ | „ | 5 5 | 4 9 | 4 5 |
| | | | 66 0 | 62 4 | 57 6 |
| Average of 12 months per morah | | | 5 6 | 5 2¼ | 4 9½ |
| ——„—— | | lb | 11 0 | 13 0 | 14 4½ |
| At the present time the quotations are respectively per morah | | ...As. | 5 5 | 4 8 | 4 4 |
| *or* .. lb. | | ... „ | 10 10 | 11 8 | 13 0 |

Looking at the general gradual decline in prices which the foregoing figures show, it appears to the Committee unnecessary to do more than to close this reference by the following alternative statements which establish the point they desire to urge on the consideration of Government, *viz.*, that the tariff values are, and have been for some time, and are likely to continue, considerably in excess of actual values, and that the revenue is thereby largely increased at the expense of the trade.

| | | | | | |
|---|---|---|---|---|---|
| The average gross value of Grey Goods as quoted above for 12 months and at the present time is ... ... | Rs. | 4 | 12 | 3 | per piece. |
| and deducting 5 per cent. for duty ... 2 „ disct. ... | „ | 0 | 5 | 4 | „ |
| the average net value is .. | „ | 4 | 6 | 11 | „ |
| or, at the average weight of 7½ lb. per piece nearly ... | „ | 0 | 9 | 6 | per lb. |
| against the tariff value of ... | „ | 0 | 11 | 0 | „ |

| | | 40*s.* | | | 50*s.* | | | 60*s.* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| The average gross value of Grey Yarn is ... | As. | 0 | 10 | 11 | 0 | 12 | 4 | 0 | 13 | 8¼ | per lb. |
| and deducting 5½ per cent. for duty and discount the net values are ... | „ | 0 | 10 | 4 | 0 | 11 | 9¾ | 0 | 13 | 1¼ | „ |
| against the tariff values of ... | „ | 0 | 11 | 0 | 0 | 12 | 0 | 0 | 14 | 0 | „ |

| | | |
|---|---|---|
| The quantity of Grey Shirtings 6 to 8½ lb. imported in the year ended 30th June 1874 amounted, as already detailed, to 6,002,618 pieces, the value of which at *average of current rates* would be ... ... | Rs. | 2,73,66,153 |
| deduct duty 5 per cent. and discount 2 per cent. ... ... | ,, | 19,15,630 |
| would leave as the total net value ... | ,, | 2,54,50,523 |
| yielding 5 per cent. duty ... | ,, | 12,72,526 |
| but a duty of 5 per cent. on the weight of the above 6 millions of pieces—45,298,451 lb.—valued at 11 annas per lb. would come to ... ... | ,, | 15,57,134 |
| being an absolute overcharge of ... | ,, | 2,84,608 |

or nearly 18 per cent. in excess of the amount fairly leviable by the Customs.

The duty on Yarn also realized by the Customs has been, in consequence of high tariff valuations, largely in excess of what should have been paid by importers.

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*From Govt. of India to Chamber of Commerce.*

*Fort William, 25th November* 1874.

In reply to your letter dated 23rd September (received 6th October) calling attention to your letter of the 20th August 1873 and renewing the request then made by the Committee of the Chamber of Commerce for a revi-

sion of the Customs Tariff valuations, I am directed to forward for the information of the Chamber a copy of a Resolution recorded by the Government of India in this Department No. 6703 of this day's date, from which it will be seen that the Government have sanctioned the formation of a Committee for the revision of the Customs Tariff valuations.

*Govt. of India, Financial Department.*

*Fort William, 25th November* 1874.

Read the under-mentioned papers :—

Letter from the Secretary to the Bengal Chamber of Commerce, dated 20th August 1873, proposing a revision of the values on which duties are assessed under the Tariff Act XIII of 1871 and of the rates of duties.

Letter to the Governments of Bengal, Bombay, and Madras, and the Chief Commissioner of British Burmah, No. 3073, dated the 18th September 1873, forwarding the above for report.

Letter from the Government of Bombay, No. $\frac{6443}{319R.}$ dated the 26th November 1873.

Letter from the Government of Bengal, No. 2372, dated 9th September 1873, proposing a revision of the Customs Tariff with the view of placing certain articles named on the free list.

Despatch (Separate Revenue) from the Most Hon'ble

the Secretary of State for India, No. 2, dated 26th March 1874, forwarding for consideration, a memorial from the Manchester Chamber of Commerce on the subject of the duties now levied on yarns and manufactured goods imported into India.

Despatch (Separate Revenue) to the Most Hon'ble the Secretary of State for India, No. 10, dated 15th May 1874, stating that the subject has been under the consideration of the Government of India, and that possibly a Committee for the revision of the Tariff would be convened in the ensuing cold season.

Letter from the Secretary to the Bengal Chamber of Commerce, dated 23rd September 1874, (received 8th October,) inviting attention to his previous letter of 20th August 1873, regarding a proposal for the revision of the Tariff of fixed valuations, and stating that the Chamber is prepared to recommend various amendments in the Tariff.

Despatch (Separate Revenue) from the Most Hon'ble the Secretary of State for India, No. 5, dated 8th October 1874, forwarding a further letter from the Manchester Chamber of Commerce, pressing for a revision of the Tariff.

RESOLUTION.—It has been represented to the Government of India that the values on which customs duties are assessed, as contained in Schedules A and B of the Indian Tariff Act, 1871, are in some instances in excess of the market values of the articles valued.

His Excellency the Viceroy and Governor General in

Council is of opinion that the time has arrived for the revision of the Tariff valuations, and has resolved for this purpose to appoint a Committee to enquire into and report on the subject.

The Committee will be composed of the following Members :—

*President :*

MR. A. MONEY, C.B., *Member of the Board of Revenue, L.P.*

*Members :*

THE HON'BLE J. R. BULLEN SMITH.

MR. T. B. LANE, *Offg. Collector of Customs, Calcutta,* and other Members who will be subsequently appointed after communication with the Governments of Bombay and Madras.

The Committee will meet in Calcutta in the first week of January next.

The Government of India would further be glad to consider the opinion of the Committee as to the propriety of removing from the Tariff any articles the retention of which may be thought unimportant in the interest of the public revenue, and the removal of which from the list of dutiable articles would give freedom to trade, or any other cases in which from competition or otherwise the Committee may be of opinion that any of the existing export duties are seriously prejudicial to the trade in the articles subject to them.

Representations have also been made to the Government of India as to the injurious effect of the duties levied on the import of cotton goods and twist manufactured in England. The Government of India would be glad to receive a report of the opinion of the Committee on this point after enquiry into the facts.

In considering this question, the Committee will observe that the Government of India does not impose or maintain customs duties for the purpose of affording protection to any branch or class of industry, but for revenue purposes only.

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ORDERED, that a copy of this Resolution be sent to each of the Members of the Committee named therein, to the Government of Bengal, and to the Governments of Bombay and Madras for information, and for communication to the officer that may be selected from each of those Presidencies to be a Member of the Committee.

## Custom House Returns of Imports and Exports.

The officiating Collector of Customs has lately altered the old forms of the daily lists of imports and exports issued under his authority, and he has further completely changed the classification. The matter is still, apparently, under consideration as the Committee have had no reply from either the Board of Revenue or the Collector to their representations.

*From Secretary Board of Revenue to Chamber of Commerce.*

*Calcutta, 8th October* 1874.

Will you be good enough to inform me whether the new form of Custom House daily list of Imports and Exports is approved of or disliked by the Merchants generally?

*From Chamber of Commerce to Secretary Board of Revenue.*

*Calcutta, 12th October* 1874.

The Committee of the Chamber desire me to say in reply to your reference on the subject of the Custom House daily Imports and Exports that the change of form to which subscribers had been so long accustomed has given rise to very general disappointment and disapproval.

The old forms are preferred in all respects, as serving all the purposes for which they are published, if they are only free from inaccuracies, and not overloaded with entries of petty items.

The Committee therefore hope that in deference to the feeling of subscribers on the subject the publication of the old form will be reverted to.

*Chamber of Commerce to Collector of Customs.*

*Calcutta, 7th November* 1874.

The Committee of the Chamber of Commerce direct me to forward for your information copy of a reply sent, nearly a month ago, to the Secretary of the Board of Revenue on the subject of the alteration of the forms in which the daily Import and Export lists are published; and in placing this communication before you the Committee instruct me to urge upon your consideration the application therein made for a return to the old forms with which the subscribers have been so long familiar and which they desire to see reintroduced.

The Committee beg me draw your attention to the expediency of consolidating in half a dozen lines or less the entries of cargoes of native craft, as the details now given needlessly occupy much space in the publication and impose a deal of labor that may be advantageously avoided. They refer particularly to the entries in your Import List of 30th October.

## Jute Warehouses.

The inequality of the law and greater stringency with which it presses on the new screwhouses, in the suburbs, compared with the older ones, within the limits of the town, as regards the drying of wet or damp Jute in the open air, has been again urged on the attention of the Com-

mittee; further references have been made to Government, and the matter has been brought forward in the Bengal Legislative Council, and is now under its consideration.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 15th August* 1874.

The Provisional Committee of the Chamber of Commerce desire me to submit for the consideration of His Honor the Lieutenant-Governor that the rigorous enforcement of the Act under which Jute warehouses are licensed having been attended with much embarrassing inconvenience to some owners of such premises, representations were made to the Suburban and Howrah Municipalities for relaxation of the provisions of the Act to such an extent as would afford relief to those who suffered from apparently unnecessary restrictions.

The Commissioner of the Presidency Division brought the matter under the notice of Government, by whom he was informed, on the 12th February last, that while warehouses which existed at the time the Act came into operation might be dealt with according to the discretion of the supervising authorities, *new* warehouses were to remain subject to the law as the same question affecting them did not seem to the late Lieutenant-Governor to press for immediate action, and that its consideration would be postponed until the consolidation of the Municipal laws came before the Legislative Council.

This matter having again been urged on the attention of the Chamber, I am instructed to submit that the owners of the new Jute screwhouses complain of the compulsory application of the provisions of the Act in localities where their relaxation may be fairly permitted, and of the invidious distinction drawn between properties existing before the Act and those subsequently built.

While the former are chiefly in the heart of the town of Calcutta, the latter are almost all in the outskirts: and any damage from fire to surrounding property would probably be infinitely greater in the former than it would be in the latter case: and it is therefore obvious that a relaxation of the Act may be permitted with much greater reason in suburban depôts and screwhouses than in those which are situated in the town.

What the suburban screwhouses ask for is permission to dry or work up Jute, in the day time only, in enclosed compounds, or on the open ground where, in the opinion of the officers of the Municipality, there is no danger of fire being communicated to adjacent property.

This seems to the Committee no unreasonable demand, and does not involve any abatement of the Act which may not be fairly conceded.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 25th August* 1874.

I am directed by His Honor the Lieutenant-Governor

to acknowledge the receipt of your letter dated the 15th instant, representing on behalf of the owners of new Jute screwhouses, lying within the limits of the suburban and Howrah Municipalities, the inconvenience which they feel from the rigorous enforcement of the Jute Warehouse Act II (B.C.) of 1872, and requesting that a relaxation of the provisions thereof may be made so far as to allow the process of drying and working up of Jute to be conducted in open ground instead of in buildings or walled-up compounds.

In reply I am to refer the Chamber to Section 7 of the Act, and to say that while the law remains as laid down in that Section, the Lieutenant-Governor regrets his inability to waive the enforcement of any of the conditions to the grant of a license for *new* Jute warehouses.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 21st September* 1874.

The Committee of the Chamber of Commerce desire me to express their hope that the Lieutenant-Governor will pardon their troubling him once more on the subject of their representation of the 15th ultimo.

They notice from your reply No. 2377 of 25th August that His Honor understands the Section of Act II of 1872 allows the drying and working of Jute in "walled-up compounds"; but the Committee do not find that provision.

Were this modification allowed business could be carried on without any infringement of the law; but as things are at present the Committee are informed that the Act is daily violated in every screwhouse in Calcutta.

Jute comes to market in a more or less damp condition, and it often gets wet from rain, in this uncertain weather, in transit from the bazar to the screwhouse, and it must necessarily be dried before it is screwed or fit to be shipped.

In framing the Act it was supposed that effective drying could be done under cover, but experience proves that this is not practicable, and all damp jute is dried in the sun.

The prohibition to dry and work jute out of doors in new screwhouses and permission to do so in old ones appear to the Committee as a scarcely equitable measure of legislation: the former are all, or nearly all, in the suburbs, and if a fire took place the damage would be confined to the premises where it originated: the latter are chiefly in the town, surrounded by buildings, and a fire there would endanger the safety of a large area of property.

The primary object of the Act appears therefore to be lost sight of, and the Committee fail to see any legitimate reason for the distinction that has been made.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 29th October* 1874.

I am directed to acknowledge the receipt of your letter dated the 21st ultimo, submitting a further representation from the Chamber of Commerce on the subject of the relaxation of the provisions of the Jute Warehouse Act II (B.C.) of 1872, and in reply to say that the Lieutenant-Governor does not entertain any idea that as regards new jute warehouses the process of drying or working up of jute in walled-up compounds would be permissible under the Act as it now stands. The conditions upon which licenses for new jute warehouses may be granted are fully stated in Section 7 of that Act, and it is not in the power of the Lieutenant-Governor by an executive order to allow any deviation from the provisions thereof; though good reasons may exist from the experience of the past two years for an amendment of the law by a recourse to fresh legislation. His Honor reserves this question for consideration when the session of the Bengal Legislative Council commences.

## Ports and Port Dues Bill.

The annexed letter embodies the views of the Committee on the above Bill which is now under consideration in the Legislative Council.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 8th May* 1874.

I am directed to forward herewith a copy of the "Bill

to consolidate and amend the law relating to Ports and Port dues," and to say that the Lieutenant-Governor will be much obliged by your favouring him with the views of the Chamber of Commerce on the subject.

*Chamber of Commerce to Government of Bengal.*

*Calcutta, 14th July* 1874.

The Committee of the Chamber of Commerce desire me to forward for submission to the Hon'ble the Lieutenant-Governor the accompanying remarks on some of the provisions of the Bill to consolidate and amend the Law relating to Ports and Port Dues; and, in placing them before His Honor, the Committee beg you will be so good as to express their regret at the delay which circumstances have unavoidably created in the consideration of the Bill.

*Section* 31.—The Committee recommend that after the word "deposit" the following words be added "*either at time of deposit,* or *subsequently by or through the Conservator of the Port or other authorised person.*"

It sometimes happens that vessels discharging gunpowder at Moyapore Magazine cannot wait for a formal receipt at time of making the deposit, as the detention may involve loss of tide, additional steam hire, &c. The receipt therefore might be subsequently transmitted to the Conservator or other authorised person for delivery to the depositor.

*Section* 34.—The Committee recommend that after the word "vessel" the words "*within the limits of the Port*" be added. As the Section now stands it may

apply to a vessel at any part of the river where the law already permits her to carry gunpowder.

*Section* 40.—The Committee are of opinion that the words "river or channel" should be omitted, and that the prohibition to creep or sweep for lost anchors, cables, &c., should be confined to the Port. Steam tugs and inland steamers frequently meet with accidents involving the parting of chains and loss of anchors, and it seems unreasonable that an endeavour to recover them at once when there is a chance of saving them, instead of waiting for the authority of the Conservator by which time the articles may be irrecoverably lost, should be held to be an offence.

*Section* 53.—The Committee are of opinion that this Section should be amended to the extent of inserting after the words "has paid" the words "or provided sufficient security for:" because it may happen that the clearance of a vessel may be delayed to so late an hour in the day that an actual cash payment may be impracticable, or may be objected to by the Collector, and under such circumstances the Collector or other officer granting a Port clearance should be authorised to accept a *sufficient security* in lieu of cash. The Committee consider that this may be done with perfect safety in cases where such security is tendered by persons of known respectability. In the recent case of the Peninsular and Oriental Steam Company the tender of the Superintendent's cheque for the amount of Port dues should—the Committtee think—have been accepted without hesitation as a *sufficient security*.

*Section* 60.—The Committee are of opinion that if the maximum of one anna per ton is absolutely necessary to cover Hospital charges at minor ports the Section should stand in relation to them; but as regards the Port of Calcutta the Committee submit that the Act should limit the rate to *half an anna* per ton as they believe that the present rate of 9 pie per ton exceeds the charges incurred, and that a large surplus has accumulated at credit of Hospital Dues Account.

1*st Schedule, Part* 2.—The Committee are of opinion that tugs and river steamers are liable to be charged twice if dues are leviable as proposed, and that the words "once in six months" should be substituted for the half-yearly dates defined in the schedule.

## Survey of the River Hooghly.

The necessity of providing steamers for the service of the survey of the river appeared to a former Committee so obvious that they addressed Government on the subject as far back as October 1872. No steps however have been taken up to this time, and in the annual report of the Marine Department for 1873-74, the surveyor has himself urged the point on the attention of Government. The Committee have therefore taken advantage of this opportunity to press the question again. They have also pointed out that there are no charts of the river Hooghly except on board the surveying brig, and they have accordingly recommended a periodical issue of them to pilots.

*Chamber of Commerce to Government of Bengal.*

*Calcutta, 1st October* 1874.

The Committee of the Chamber of Commerce desire me to thank you for copies of the annual report of the Marine Department for 1873-74 and of the Resolution passed thereon by the Hon'ble the Lieutenant-Governor.

Two years ago, in their letter dated 23rd October 1872, the Committee drew the attention of Government to the inefficient survey of the river Hooghly, and urged that steamers should be substituted for the sailing vessels employed for that service: but no improvement has been introduced, and the Committee desire to renew their representation in this respect.

The causes then existing which induced the Committee to address the Government are still in operation, and as the river surveyor appreciates the necessity of being provided with more suitable means for his important work the Committee hope that the question now under the consideration of Government of providing proper vessels for the survey of the river will be speedily disposed of.

The Committee would also press upon the attention of Government the expediency of a periodical issue of charts with the latest intimation, for guidance of pilots, of all changes likely to obstruct the free navigation of the river.

## Additional Port Rule proposed by the Port Commissioners for the protection of the Hooghly Bridge.

THE Port Commissioners' new rule, forcing vessels of over 200 tons to use steam while passing through the opening of the bridge, appeared to the Committee to press with undue severity on ships that required to pass up and down from the docks, and they accordingly addressed the Government on the subject. It appeared to the Committee that the question was one, in the first instance, for the protection of the bridge alone, and that it was inequitable to lay the whole burden of cost on the ship. The Government having, however, replied that the rule was passed for mutual protection of bridge and vessel, the Committee have again urged that a share of the expense should in justice be borne by the bridge. The Committee hope that this representation will result in some portion of the cost being removed from the ships using the opening and in a more equitable distribution of such expense.

*Chamber of Commerce to Government of Bengal.*

*Calcutta, 20th August* 1874.

The Provisional Committee of the Chamber of Commerce instruct me to submit for the consideration of His

Honor the Lieutenant-Governor that, while they express approval of the recent regulation proposed by the Port Commissioners and sanctioned by Government which makes it compulsory for vessels exceeding 200 tons burthen to use steam while passing the floating bridge, they are of opinion that the expense so incurred should not fall on vessels requiring to pass up and down; for the compulsory measure was introduced for the protection and safety of the bridge itself, and any changes necessitated for that special object should, they think, be borne by those for whose use the bridge is built, and not by owners of vessels to which the bridge, by its position, presents an obstruction to a free passage to docks and moorings situated above it.

In order therefore to place the burden of charges incidental to the proper security of the bridge on those who should rightly bear it, the Committee recommend that all steam hire incurred for the towage of vessels through the opening of the bridge should, in the first instance, be paid by Government or by the Port Commissioners in their behalf; and, when the bridge is thrown open to the public, the tolls leviable should be on a scale sufficient to cover all charges including the past and future probable cost of steam hire.

*Government of Bengal to Chamber of Commerce.*

*Calcutta, 2nd September* 1874.

I am directed to acknowledge the receipt of your letter dated 20th August 1874, suggesting that the expenses incurred by ships of over 200 tons using steam when

passing the bridge should be borne by those for whose use the bridge is built, and in reply to say that the rule was not passed exclusively for the safety of the bridge, but for the mutual protection of the bridge and the vessels which might pass it, at present advised, therefore the Lieutenant-Governor regrets that he is not prepared to assent to the suggestion made by the Chamber.

*Chamber of Commerce to Government of Bengal.*

*Calcutta,* 21*st September* 1874.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 2842 of 2nd instant.

When the additional Port Rule prohibiting vessels from passing through the opening of the floating bridge except under steam was submitted to the Committee, they were of opinion that the rule was of primary importance as far as the safety of the bridge was concerned, and only of secondary consideration as regards the ship.

The extremely probable result of a vessel coming in collision with it would be that the section of the bridge so struck would be carried away; for the pontoons and frame work overhead would in all probability be crushed by the weight of a colliding vessel, as was illustrated on the occasion of the steamer *Egeria,* fouling the bridge six months ago.

The Committee believe that the bridge is so constructed that it could not sufficiently resist the shock of a colli-

sion with a vessel of ordinary tonnage of vessels now frequenting the Port, if carried away by the tide; and if that be so, there can scarcely be a doubt as to which interest needs protection—that of the bridge or of colliding vessels; and the Committee respectfully resubmit for the consideration of His Honor the Lieutenant-Governor the recommendation contained in their letter of 20th ultimo.

If, however, His Honor is still of the opinion which he has been good enough to communicate to the Chamber that the rule was passed for the *mutual* protection of the bridge and shipping, the Committee consider that the latter should be saddled with only a portion of steam hire incurred in towing vessels through the opening.

## TELEGRAPH CODE MESSAGES.

The following letters close the correspondence, published in the Chamber's last Report, between the Director General of Telegraphs and the Committee, relative to the admissibility of code messages, tendered for transmission under the provisions of the international convention as revised at Rome in 1872 by the representatives of the Contracting States.

As the rejection of messages prepared from codes which had been framed in accordance, as it was believed, with the Convention rules, involved

the most serious inconvenience to the public, and the general question being one of material importance to commercial interests, the Committee were compelled to dissent from the official interpretation placed on the language of the Convention and to press for the withdrawal of the departmental orders which had created great dissatisfaction and occasioned frequent remonstrances against them.

A reference to the correspondence will inform members that the discussion terminated in the decision of the Director General not to disturb existing arrangements and to take no further action until the next conference meets at St. Petersburgh.

*From the Director General of Telegraphs in India to Chamber of Commerce.*

*Calcutta, 26th June* 1874.

I have carefully considered your letter dated 6th May, and am endeavouring to arrive at some solution that will continue to the mercantile community the solid advantages they derive from being allowed to use conventional languages at the same rate as clear language without, at the same time, imposing upon the Telegraph Administration a burden four times heavier and infinitely more harassing than that for which the tariff has been framed.

This is not a question of Governmental policy. It far more affects private interests, for 90 per cent. of every message transferred at Bombay goes to the proprietors of the Sub-Marine Company, and 50 per cent. of those transferred at Kurrachee to the Indo-European Company. The Indian Government has only a 10 per cent. interest in it.

If the Indian Codes are altered to the model of those used on the Anglo-American lines, or if cypher or secret letters only are employed I see no difficulty in maintaining them, even at the next conference where they are sure to be either suppressed or subjected to much stricter rules. Meanwhile I have directed that all codes be allowed to pass containing *bonâ fide* proper names, as also of those containing foreign words; the former, because they have the wording not the spirit of the convention on their side, the latter, because they are less troublesome than the former. The Chamber of Commerce has asked for six months, but as this is tantamount to asking that the telegraph be unjustly taxed for all that time I think so long a period is quite unnecessary. If I find the users of codes desirous to save the telegraph unnecessary trouble I shall endeavour to meet their wishes in this respect to the utmost of my ability, but if, as some have already done, every difficulty is placed in our way, if the senders of messages continue as they have done to refuse all assistance in verifying what they are pleased to call proper names, we cannot but oppose the Code altogether.

My instructions regarding the inadmissibility of more than one language into one telegram was issued to the

Superintendents of Divisions as far back as the 23rd of February last, this gave sufficient time for the firms in the country to communicate the fact and to propose amendments to their correspondents in Europe. The Superintendent of the Calcutta Office writes that these instructions were communicated to many enquirers, but I regret to find were not more freely published.

You ask for time for a reference to Berne, but this is hardly a question for reference. It rests with the station of origin to judge what is, or is not, within the rules and the enormous abuse of the liberty given renders the burden so inordinately heavy that any administration would be justified in summarily refusing to allow any more of them to pass over their lines (see Art. 21).

I stated in my former letter that I was mainly instrumental in obtaining the very liberal terms afforded to "Code"* telegrams, and that if the Chamber of Commerce were acquainted with the Procès Verbeaux they would not affirm that the convention contemplated such codes as are now used.

I append several extracts from the Procès Verbeaux which will shew you that but for our efforts conventional language would not enjoy its present immunity.

Prior to the convention of Rome, 'dépêches en langage convenu' do not appear on record. I think it possible that they existed in the shape of ordinary language but they were distinctly contrary to law. Indeed at the

* By Code, I mean codes of words, in contra-distinction to codes of figures or letters.

first convention (Brussels) all secret telegrams were absolutely interdicted (see annexure); at the second and third they were permitted to pass in cypher between any two states that permitted this kind of correspondence, but carrying extra charges for repetition and registration. At the third (Vienna) this opening was left purposely to suit India. The station of origin was to be judge if a telegram should be accepted and how much it should pay, once accepted no intermediate state could stop it nor demand additional payment, but the intermediate states might protest against and refuse to pass any more (see para. 8 of Reglement V of Vienna convention.)

This loop-hole was granted to the representatives of India on the plea that these code-messages were composed of ordinary dictionary words that gave little more labor than ordinary language (langage claire) to transmit.

Nevertheless there was a dangerous uncertainty in this quasi toleration that it was desirable to be freed from. Accordingly at the Rome convention India proposed that Art. IX of the Vienna convention should be amended so as "etablir une distinction précise entre les dépêches chiffreés qui seraient compôsées de chiffres ou de lettres, et entre les dépêches en langage conventionnel consistant en mots de dictionnaire." Mark the expression "in dictionary words." The Indo-European Company also submitted the following observation. Les dépêches échangées entre l'Europe et les Indes sont presque toutes composées de mots appartenant aux languees reconnus, mais rédigées de façon à ne pas offrir un sens compréhensible. And the representatives of India thus:—

" Une règlementation distincte devrait être adoptée et rigoureusement observée en ce sens à notre avis, que la ricommandation fût obligatoire, sans exception, pour toute dépêche chiffrée, du moment qu'elle serait composée de lettres ou de chiffres, et que les dépêchees en langage conventionnel, consistant *en mots du dictionnaire reconnus comme tels par l'Administration d'origine*, fûssent transmises, si l'expediteur le désirait, sans être astreintes à la recommandation."

With the aid of these extracts from the proceedings all ambiguity is removed, the intention of the conference is clear, *viz:* to assign as closely as was deemed safe, to the class of telegrams defined by us 'en langage convenu' the law laid down for 'langage claire' and in the absence of a new definition I hold that the definition given into the conference, a definition never disputed, must be accepted as correct.

The same extract also exhibits the strong disposition in favor of limiting the language as far as practicable to those understood by the Signallers.

There is also ample evidence to shew that the special relief conceded at Rome to "depêches en langage convenu" was granted on the understanding that they were to be composed as heretofore of common dictionary words in one language, such as are used in ordinary clear language.

I am glad to find that some of the older firms and banks continue to use short simple familiar words but this is more than counterbalanced. One firm boasts that their vocabulary numbers 30,000 quotations, three times

as numerous as the vocabulary of the English language. They must have searched nearly all the maps of all the countries in the world to provide their codes with such a string of unpronouncable proper names of places and persons. I give a few specimens.

Walkinreed, Agostonfalva, Agathee, Agrianonsi, Agvijador, Agnijonaso, Agujetage, Agyajbiborla, Adiaphentic, Aboikna, Abrostola, Aboraca, Alberus, Abisares, Acontes, Abiactum, Adranum.

Another seeks for words in technical books and not to be found in ordinary dictionaries such as 'adiapnensthia,' a word not even in Webster's Imperial Dictionary, certainly more Greek than English, and I heard of one gentleman who on being shewn a botanical dictionary exclaimed with delight "What words for my code."

These intolerable words may suit their codes but they are not familiar to the unfortunate signallers and ought to be expunged. Mr. Ottway (see extract) proposed a short catalogue of proper names to be passed as ordinary. Unfortunately it was not considered of sufficient importance to discuss them at length.

Again, ordinary words are not repeated but it is compulsory to repeat figures and proper names, consequently telegrams wholly composed of words of this nature which give in fact as much extra trouble as the fully repeated telegram at 50 per cent increased cost, obtain the advantage without payment.

There can be no question that these two latter codes are for all practical purposes foreign to the primary inten-

tion of the rules, they certainly are not part of ordinary language familiar to the signallers, nor do they occur in ordinary conversation. I am of opinion that they might be rejected, but as to some extent they appear to come within the letter of the convention, I am loth at this late hour to contest the point provided merchants will meet me half way and to do this they must amend their codes.

Conventional language as used in India is a Frankenstein of Indian origin which probably grew out of the rule that obtained up to 1869 that each figure in a number should be written out in full and charged for as one word, thus making cypher exceedingly expensive, but now that five cyphers are charged for at the average length of a word *viz* : five, cypher is as cheap as ordinary language. Consequently if conventional language codes were suppressed the injury inflicted on the mercantile classes would be only nominal, the only question is how much time should be allowed for the change.

I append for your information copies of two letters I have recently addressed to merchants of this city on this subject. Also several extracts from the procès verbeaux and table shewing how the rules in regard to language and especially secret language have been altered from time to time

In conclusion as I have already written to you by note I shall endeavour to avoid checking codes more than is absolutely demanded, provided I see any evidence of an intention on the part of those who use them to simplify them, but if this is not done within a reasonable time, I shall take such action as may appear necessary here,

and shall oppose their recognition at the next conference, the proposition for which must be submitted within the next six weeks.

*From Chamber of Commerce to Director General of Telegraphs in India.*

*Calcutta, 9th July* 1874.

Your letter No. 924 of 26th ultimo has been submitted to the Committee of the Chamber of Commerce by whom I am instructed to acknowledge its receipt and to communicate the following reply.

The point at issue between yourself and the mercantile community is—whether what are called code-messages consisting of certain words constituting conventional language for telegraphic purposes, and composed of more than any one of the languages recognised by the Telegraphic Convention, are admissible for transmission and chargeable at no higher rate than messages composed of ordinary words and in one language.

You contend they are not; the mercantile community contend they are.

You support your contention by what you believe to be the proper meaning of the Convention Articles bearing on these points; they, on the other hand, maintain that the accuracy of their view is confirmed by the hitherto undisturbed practical working of a system which has been recognised for many years, and adopted not only in India, but in England, Europe and elsewhere,—

messages precisely in the form and language to which you take exception having been received and transmitted by other administrations without objection.

The Committee cannot avoid laying special stress upon this fact, nor can they consider that it does not over-ride your opinion in the matter: for a system which has been carried out with the knowledge and consent of all the administrations can scarcely be held to have been tacitly permitted, or tolerated, or as having conferred particular privileges or immunities withdrawable at pleasure at the station of origin.

The Committee will not, however, enter into a discussion of the "vexata questio," but simply propose for consideration that, with the view to such an amendment of codes in use by mercantile establishments being made as will render messages prepared from them admissible without challenge, official intimation be given as to *what is* and *what is not* a code-message, and a clear definition thereof authoritatively pronounced, so as to guide the commercial public in so framing their telegrams as to insure their absolute admissibility. For instance:—would all the words contained in Webster's Dictionary of the English Language; and all the geographical nomenclature in Johnston's General Gazetteer and in the Index to Philip's Imperial Library Atlas, or other standard works of a similar character, be accepted as component parts of a code-message in the English language?; and would Standard Dictionaries and similar works in other languages to those just referred to be regarded in the same light, so long as only one language is used in a single telegram?

Without some definite and authoritative statement as to what will be acceptable to the Telegraph Department, the Committee need hardly point out that, with every desire on the part of the framers to avoid the introduction of words that might possibly be objected to, codes may be so drawn up as to render them valueless, and the time and labor spent in amending them of no avail.

To effect necessary changes in consultation with distant correspondents it is obvious that ample opportunity be allowed, and the Committee consider that the time already applied for is not more than sufficient for the purpose.

*From the Director General of Telegraphs in India to Chamber of Commerce.*

*Calcutta, 20th July* 1874.

I am in receipt of your letter of 9th instant.

The only para for which a special reply is asked is para 6.

Words in Webster's dictionary and the geographical nomenclature in Johnston's General Gazetteer and in the Index to Philip's Imperial Atlas are certainly admissible, and have always been admitted as code words, as also have corresponding words in any one of the 27 accepted languages.

More than this any proper names, be they of person, places or things, in England, in India, in China, Japan, in Kamschatka, or any where else in the universe are admissible as code words.

These conditions give compilers a scope which they have not failed to avail themselves for framing codes of words as unfamiliar and as, or more, difficult to transmit or receive than any ordinary words in any of the 27 languages admissible under the existing convention. It is because of this unreasonable laxity, and because I do not see how it can be controlled until after the meeting of the next conference, that I have decided to let matters stand as they are and to take no further action towards restricting the license hitherto tolerated until the St. Petersburg conference meets. Then doubtless measures will be suggested for making the charges on all classes of telegrams proportionate to the labor they impose and the time they occupy the wires, probably of such an improved and radical nature as renders it almost a waste of time to make at this period any suggestions for the preparations of the codes of the future.

*From Chamber of Commerce to Director General of Telegraphs in India.*

*Calcutta, 25th July* 1874.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 1126 of 20th instant.

The correspondence on the subject of code-messages has been concluded by the announcement of your decision not to disturb existing arrangements ; and the Committee direct me to express their obligation to you for that satisfactory intimation.

They notice that you consider it inexpedient at present to make any suggestions for the preparation of codes for the future, as at the conference to be held next year at St. Petersburgh the provisions of the convention, under the influence of past experience of their practical working, may be materially modified; but the Committee trust that your attendance on that occasion as the representative of the Government of India will enable you to introduce with success such amendments of the convention as may, in your judgment, tend to the convenience of the commercial public and promote the development of general telegraphic communication between this and other countries, and the Committee are confident that your efforts in that respect will add largely to the service already rendered by you as one of the Delegates who concluded the Rome convention of 1872.

## Telegraphic Communication between Calcutta and Rangoon.

This subject was referred to in the Committee's last report, which contained their letter of 2nd March to Government on the unsatisfactory working of the line between Calcutta and Burmah, and the following reply will inform members of the result of the Committee's reference.

The objections raised by the Director General of Telegraphs to the use of *code* messages, as one of the reasons for the inefficiency complained of, have been referred to in the previous paragraph, and the views therein expressed were repeated in

the Committee's acknowledgment of the reply from Government.

*From Government of India to Chamber of Commerce.*

*Calcutta, 29th May* 1874.

I am directed to acknowledge the receipt of your letter dated the 2nd March last complaining on behalf of the Chamber of Commerce of the unsatisfactory working of the telegraph between Burmah and Calcutta, and to forward in reply for the information of the Chamber ex- *Paras: 2, 3, 12 and P. S. tract* from a letter of the Director General of Telegraphs explaining the causes which operate against the efficient maintenance of the line.

2. Colonel Robinson, it will be seen, suggests that the Chamber might help much to remove one of the chief difficulties, by abolishing "Code" messages of long words and using instead "Cipher," which is not more expensive.

3. As regards his proposal to double the line between Calcutta and Chittagong at an expense of Rs. 72,555, I am to request that the Chamber may be informed that it has been approved by His Excellency the Governor General in Council and will be carried out next year.

*Extract of a letter No.* 74 *dated* 18*th May* 1874, *from the Director General of Telegraphs in India to the Secretary to the Government of India, Public Works Department.*

2nd Para: Telegraphy between British Burmah and

India depends on a single thick wire passing, as is well known, through a difficult and inhospitable tract, the portion between Chittagong and Bassein being the worst.

3. The absence of the accessories of civilization *viz.*, roads, bridges and population and the presence of broad rivers, creeks and wild animals including the elephant and rhinoceros must, under any circumstances, militate against rapidity of communication and effective maintenance.

12. I would suggest that the portion of the land line between Calcutta and Chittagong be doubled as also between Prome and Rangoon, which will greatly accelerate the traffic along this route. The Chittagong portion would not cost more than Rs. 72,555, and that between Prome and Rangoon has been already sanctioned for Rs. 29,300.

*P. S.*—But irrespective of the difficulties of maintenance there is another cause which has operated to block this line. Most of the telegrams sent over it are in what is vulgarly called "Code." To within the last two years code-messages were charged double and as cipher if the words used were other than ordinary English Dictionary words familiar to the signallers. Unfortunately in view to assimilating our internal to the international rules these restrictions were removed and now codes consist of all the long words and all the long names of all the towns and villages of all the countries in the world. The result is that a modern code-message such as is used by the advanced (in intelligence) firms occupies the wire at least four times as long as an ordinary English message paying the same price.

## The Peninsular and Oriental Company.

*Contract for conveyance of Mails.*

THE capability of the Suez Canal to pass vessels of the largest tonnage from the Mediterranean to the Red Sea has created a great change in the carrying trade between Europe and the East, and the Peninsular and Oriental Company were not insensible to the advantages presented by that channel and to the damage to their interests if they were prevented from making use of it. By the terms of their contract with Her Majesty's Government the Company were excluded from passing their Steamers through the Canal, and to overcome that difficulty they proposed an amendment of the contract which would relieve them from the disadvantages of their position. In consideration of being permitted to send their vessels through the Canal,—an arrangement of great value to them in every respect—they agreed to accelerate by 24 hours the transmission of the mails to India and to reduce by £25,000 the annual subsidy of £450,000 received from Government for their general mail service.

When the conditions of the recently revised contract were reported by telegraph a strong feeling of dissatisfaction was expressed by the

public at the result of the negotiations between Government and the Company ; and the prompt action of the Chamber of Commerce at Bombay, protesting against the inadequacy of the return obtained from the Company in consideration of the valuable concession granted by Government, was followed up by a public meeting there, at which a petition to the House of Commons was adopted, praying for the refusal of its sanction to the revised contract.

Your Committee co-operated in that movement by addressing Her Majesty's Post Master General and remonstrating against the failure to obtain from the Company a full measure of obligation for the privilege anxiously desired by them for the furtherance of their traffic arrangements.

But the movement had been too long delayed and was unsuccessful, the provisions of the contract having been approved and affirmed by the House of Commons while the petition from Bombay was in course of transmission.

The Committee's letter to Her Majesty's Post Master General and the reply thereto have already been published and are here recorded for future reference.

*From Bengal Chamber of Commerce to the Secretary to the Right Hon'ble Lord John Manners, Her Majesty's Post Master General, General Post Office, London.*

*Calcutta, 21st July* 1874.

The Committee of the Bengal Chamber of Commerce desire me to request you will oblige them by taking the earliest opportunity to submit this representation for the consideration of the Right Honorable Her Majesty's Post Master General.

On the 19th November 1867 a contract was entered into by Her Majesty's Government with the Peninsular and Oriental Steam Navigation Company for a mail service between England and the East Indies, China and Japan: the contract to commence on the 1st February of the following year and to continue in force for 12 years thereafter.

As a subsidy for the performance by the Company of the services thereby contracted Her Majesty's Government agreed to pay the sum of £400,000 per annum.

Under the contract one of the services was to convey the public mails from Marseilles to Alexandria, viâ Messina, and back from Alexandria to Marseilles; the distance computed at 1,410 miles, and the service to be performed once each way in every week in 141 hours, or at an average rate of 10 miles per hour: and another was to convey the mails from Suez to Bombay, and from Bombay to Suez, calling, on both voyages, at Aden; the

distance computed at 2,972 miles, and the service to be performed once each way in every week in 313 hours, exclusive of stoppage at Aden: or at an average rate of 9½ miles per hour.

This contract remained in force until the 1st April 1869, having been superseded (as on that date) by another agreement dated 6th August 1870, the currency of which was to determine not later than on the date assigned to the annulled contract; and the subsidy payable thereunder to the Company, in consideration of other additional service, was increased to the sum of £450,000 per annum.

By the 12th article of the new contract it was provided—in anticipation of the completion of the Mount Cenis Tunnel and of the railway through it—that, on due notice, the service between Marseilles and Alexandria and *vice versâ* should cease, and in lieu thereof the mails should be conveyed from Brindisi to Alexandria, and *vice versâ*: computed distance 825 miles, and the service to be performed once each way in every week in 75 hours, or at an average rate of 11 miles per hour.

The substituted service commenced sometime in December 1870, and has continued to the present time.

The said contract also provided for a weekly service from Southampton to Alexendria, calling at Gibraltar and Malta; and by that route the heavy portions of the mails for the East Indies, China and Japan are forwarded; from Alexandria to Suez they are carried by the Egyptian railway, and thence by steam packets to respective ports of destination.

Latterly, however, the attention of the Company has been given to the advantages offered by the Suez Canal in transporting the heavy mails by that channel to the Red Sea, and they have submitted to Her Majesty's Government a proposal to release them from the contract obligation and to permit them to carry the mails to Suez by way of the Canal: and in return for that deviation from the contract they have offered to accelerate by 24 hours the delivery of the lighter portion of the public mail viâ Brindisi.

The Company's proposal having had the consideration of Her Majesty's Post Master General, a recent telegraphic communication announces its acceptance, and a revision of the contract in accordance therewith.

The reported decision in this important matter has occasioned the gravest disappointment among the community of British India, and the Committee of this Chamber respectfully record their opinion that the extreme leniency which has been exhibited towards the Company amply justifies the strong objections pronounced against the insufficient return which has been accepted as an equivalent for the concession granted.

The Company's proposal to accelerate the mail service viâ Brindisi by 24-hours is a plausible one, but an attentive examination disposes of its conditions as fallacious and valueless:—1st, because the arrival of the mails from India 24-hours earlier than usual would involve their receipt in London on Saturday night instead of Sunday night, the delivery on Monday remaining unaltered, and practically no advantage derived; and 2nd, because as the Company's mail packets reach Bombay, as a rule,

several hours before contract time—ranging during the past 12 months as high as 73, and averaging nearly 39 hours—an arrival earlier by 24 hours than contract time would be obviously no improvement of the mail service, which is actually already performed in less time than Her Majesty's Post Master General has accepted as a compensating concession for the privilege bestowed on the Company.

The Company's steamers have, on frequent occasions and under no exceptional circumstances, landed the mails at Bombay in considerably less than contract time, and it is therefore no unreasonable inference that a higher rate of speed can be maintained throughout so as to admit of a material reduction of the time now occupied in performing the service in its entirety. If the distance between Brindisi and Alexandria can be run in 75 hours or at an average rate of 11 miles the hour, according to contract, no sufficient reason appears why the same rate should not be continued between Suez and Bombay, and why a uniform average of 11 miles per hour should not be the rate to which the Company should be bound from terminus to terminus.

The capability of the Company to achieve such an accelerated service can scarcely be questioned, for their own performances afford sufficient evidence of their ability to accomplish it.

The Company possess a fleet of almost unsurpassed excellence in all respects, navigated by officers of high professional proficiency with remarkable punctuality and immunity from casualties; and the service, generally, is

conducted with an efficiency which entitles the Company to a cordial recognition of their endeavours to maintain the position which their enterprise has gradually acquired.

But while the Company's merits are thus frankly acknowledged, it is contended that the public have an undeniable claim to all the advantages which result from modern marine improvements in the working power of machinery, the economy of fuel, and other means applicable to obtaining a rate of speed far higher than that attainable under circumstances which probably justified the low rates contracted for a few years ago: and it is a source of deep regret to the Indian community who are so largely concerned in the rapid conveyance of the mails between this country and England that the opportunity presented by the Company's recent proposal has not been availed of to a fuller extent than that which has been announced.

The magnitude of the interests—social, political and commercial—which connect Great Britain with British India demands a system of intercommunication of the most complete efficiency, but that condition can hardly be held as realised if it fails in the material element of utmost rapidity in performing the postal service between the two countries. The subsidy granted to the Peninsular and Oriental Company is a heavy charge on the public revenue, and it is not unreasonable to require from them in return every provision which can tend to render their sevice as perfect as the resources of the Company can make it.

In the judgment of this Chamber the reported conces-

sion to the Company has not been accompanied by any compensating advantage to mail service. The inadequacy of the condition to expedite the delivery of the mails 24 hours earlier than contract time has already been exposed: and it is respectfully submitted that any amendment of the Company's contract involving the transmission of mails between Brindisi and Bombay, and *vice versâ*, in a longer period than 16 days would be regarded as tantamount to a failure to obtain a full measure of reciprocal obligation, and as a surrender of a valuable privilege to the Peninsular and Oriental Company uninfluenced by that degree of protection to the interests of the public which may be justly claimed at the hands of Her Majesty's Government.

The Bombay Chamber of Commerce—with whom the discussion of the question under review originated—have addressed the Director General of the Post Office in India in a communication which sets forth, in considerable detail, the various points bearing on the paramount necessity of effecting a thorough revision of the mail service: and I am desired to express the concurrence of this Chamber in all that has been advanced in that representation, and their hope that Her Majesty's Post Master General will be pleased to take into his earnest consideration the circumstances which have prompted this appeal to His Lordship.

*From the Secretary, General Post Office, London, to Bengal Chamber of Commerce.*

*8th September*, 1874.

I have submitted to the Post Master General your

letter of the 21st July last, in which you express the opinion of the Bengal Chamber of Commerce with regard to the revised contract lately concluded by this Department with the Peninsular and Oriental Steam Navigation Company for the conveyance of the East India, China and Japan mails.

This opinion, which is adverse to the revised contract, appears to be based solely on the telegraphic announcement of the decision come to by Her Majesty's Government, as at the time your letter was written, the revised contract had not been signed, and, consequently, its full import could not have been before the Chamber.

It is true, as pointed out in your letter, that one of the new conditions, namely, that by which the Company are bound to accelerate the delivery of the mails at Bombay by twenty-four hours, (the only one to which your letter refers,) is not itself of great value, inasmuch as the Company's Packets, even under the old arrangement, reached Bombay, as a rule, in advance of their appointed time. But I am to observe that, under the revised contract, the same acceleration is secured for Ceylon, China, Japan, &c., and, incidentally, to the mails for Australia.

As regards the homeward mails from Bombay, no alteration of time is contemplated: but, in order to secure punctuality both in the outward and homeward voyages, the penalties for failing to arrive at the appointed time are quadrupled and made absolute, whatever may be the cause of delay, (except alone those of shipwreck or damage to machinery,) whereas, before, the infliction of penalties for delay was contingent on the

state of the weather encountered during the voyage and other minor circumstances.

Further, Her Majesty's Government have obtained a not inconsiderable reduction in the annual subsidy payable to the Company and other advantages.

It must be remembered that the Government was not negotiating a new contract. Had that been the case, the present competition in trade to the East might have placed them in a very advantageous position.

But, in effect, the Peninsular and Oriental Company's contract, as it stood, could not be terminated for nearly six years: and, consequently, when the Company asked for permission to carry the heavy or Southampton portion of the mails through the Suez Canal and to be relieved from the delay caused by their packets touching at Alexandria (and this was the extent of the concession asked,) the question to be solved was what would be the fair equivalent of that concession.

After a lengthened discussion with the Company, the Post Master General succeeded in obtaining from them such advantages as he considered himself justified in recommending Her Majesty's Government to accept; and he has no reason to think that an insufficient return has been obtained for the concession granted.

The revised contract has been approved by Parliament and the question, therefore, is no longer open to re-consideration during the continuance of the existing contract.

## Detention of the Overland Mail at Suez.

When the reply to the Committee's representation relative to the detention, for nearly a week, at Suez, of the London Mail of 16th October viâ Brindisi is received, the circumstances under which so unusual a proceeding was authorised will probably be made known: at present no other explanation is suggested than that the break-down of the steamer *Surat* with the Southampton mails and passengers and the expediency of forwarding them by first available opportunity was a sufficient reason for the extreme measure adopted.

It appeared to your Committee that the detention was a wrongful and unjustifiable departure from the Company's contract to convey the Brindisi mails with all despatch, and that it called for immediate notice and protest: they therefore at once addressed the following communication to Her Majesty's Post Master General.

*From Chamber of Commerce to Her Majesty's Post Master General, London.*

*Calcutta, 10th November* 1874.

The Committee of the Bengal Chamber of Commerce desire me to express their thanks to Her Majesty's Post

Master General for the reply to their representation regarding the revised contract with the Peninsular and Oriental Steam Navigation Company, which you have been good enough to communicate in your letter No. 468Z of the 8th September.

The Committee's object in addressing you on this occasion has reference to the detention at Suez for a week of the London Mails of 16th ultimo forwarded per contract packet from Brindisi to Alexandria.

The reason assigned for this most unusual detention of the express mails is that the *Surat*, with despatches and passengers viâ Southampton had broken down on her voyage, and that it was therefore expedient to forward them without further delay by the first opportunity, on her arrival at Alexandria, or Suez viâ the Canal.

That opportunity was apparently presented by the *Ceylon*, which was waiting at Suez to convey the Brindisi mail to Bombay, but the Committee submit that this was a proceeding on the part of the Peninsular and Oriental Steam Navigation Company not justified by the terms or spirit of their contract, and that the detention of the Brindisi Mails on such grounds is indefensible.

The Company are bound by their contract to convey and deliver the mails *with all despatch;* but in this instance they would appear, by an arbitrary exercise of authority, to have ignored its provisions, and by a greater regard for their own arrangement than for the requirements of a special contract service, exposed the public of India to inconvenience which has resulted by their

departure from the strict performance of contract obligations.

On the lesser ground also of the personal disadvantages to passengers by the detained steamer the Committee would invite the earnest attention of Her Majesty's Post Master General to the circumstances under which they have been subjected to a vexatious delay in Egypt: and they desire to submit their emphatic protest against the action of the Peninsular and Oriental Steam Navigation Company in respect of disregard of both public and private interests.

## Detention of Overland Mails at Bombay.

Immediately on receipt of advice by telegraph that the Calcutta portion of the London mails of 28th August would not be forwarded till the day after their arrival at Bombay—involving a delay of nearly 20 hours—the Committee applied to the Director General of the Post Office for an explanation of the cause of detention. A prompt reply was given, but it was disappointing and unsatisfactory, the reason assigned being that the interval between the time of receipt of the mails and the latest safe hour at which a special engine should leave Bombay to overtake the ordinary mail then on its way to Jubbulpore was too great to allow of the mails being sent on. It was shewn that the special was timed to arrive at Jubbulpore 11 minutes after the hour advertised for the departure of the Calcutta train from that

station, and it was not unreasonable to assume that no great effort was necessary to make up that time in a run of 600 miles, or that any serious loss of time would be incurred by the Calcutta train being detained at Jubbulpore till the express arrived from Bombay.

The Director General however absolves the authorities at Bombay from blame, as they acted under his orders, and could not be expected to accept the responsibility of a later despatch, or risk the adoption of special arrangements which might or might not have succeeded.

The replies from the Director General are recorded : and the closing paragraph of his last letter conveys the satisfactory announcement that the present inconvenient despatch of the mail train from Bombay in the forenoon will probably be superseded by the mail leaving at 9 P. M.: under that plan the chances of the mails being detained on arrival at Bombay will be greatly reduced, and their receipt in Calcutta in the morning instead of late at night will be an improvement upon present arrangements.

*From Offg. Director General of the Post Office of India to Chamber of Commerce.*

*Calcutta*, 21*st September* 1874.

I have the honor to acknowledge the receipt of your

letter of the 19th September, enquiring as to the cause of the detention at Bombay of the inward overland mail which reached that port on the 15th September.

2. In your second paragraph, the interval between the signalling of the steamer and the delivery of the mail at the General Post Office, Bombay, is estimated at one hour only and on that supposition you conclude that there ought to have been time enough to send on the mails by special train. The interval between signalling and anchoring the steamer necessarily depends on the clearness of the atmosphere and the time taken over, the business of landing is contingent on the state of the sea. It is impossible therefore on the mere signalling of the vessel to estimate accurately the exact hour when the mails will reach the Post Office: the mail is never finally delivered at the Bombay Post Office until two hours, and sometimes not till three hours after the contract packet has been sighted: on the occasion now under notice the process occupied 2¼ hours.

3. A special engine for the conveyance of the overland mail for Bengal is, as the Chamber probably knows, never used beyond Jubbulpore, a distance from Bombay of 616 miles. When the ordinary daily train can be overtaken at or before Jubbulpore a special engine is ordered; when this cannot be done the mail lies over until the following day.

4. The time gained by the use of a special is 3 hours 55 minutes, so that an engine, to reach Jubbulpore before the departure of the East India Railway train, must leave Bombay not later than 2-25 P. M. (Madras Time.) In this instance, however, the mail was not finally delivered

at the General Post Office until 2-36 P. M., and the Bombay postal authorities were therefore right in not employing a special engine.

5. The prohibition, to which the Chamber advert, against crossing the Bombay ghats by night does not affect special engines carrying the mail: and the reason why that prohibition governs the ordinary daily service lies in the fact that the mail train and the fast passenger train are always combined.

*From Offg. Director General of the Post Office of India to Chamber of Commerce.*

*Calcutta, 22nd October* 1874.

I have the honor to acknowledge the receipt of your letter, of the 12th October, and in reply to state that your previous communication, of the the 28th September, did not seem to me to call for any acknowledgment; and I am sorry now to find that an answer is awaited.

2. While regretting that the Chamber do not concur in the views to which expression has been given by me, I cannot blame the Post Master of Bombay for adhering by my own orders. The time specified (2-25 P. M.) was fixed as the latest safe hour at which a special engine for Bombay could overtake the mail at Jubbulpore: and it is not to be expected that the local postal authorities would accept the responsibility of a later despatch or risk the

adoption of special arrangements which might or might not have succeeded.

3. It must further be borne in mind that a special engine cannot be started at a moment's demand: those on the spot are alone competent to weigh the probabilities of the need, and to decide in each instance whether the required notice should be given or not.

The present forenoon despatch of the mail train from Bombay must always be an inconvenient arrangement in the interests of the postal service; but I am glad to add that by a Time Table now under consideration the mail train for Jubbulpore will quit Bombay at about 9 o'clock at night which will reduce to a minimum the chances of any serious detention of the inward overland mail at that port.

## The Chamber's Tonnage Schedule, as regards measurement of Jute and Cotton, &c.

At a special General Meeting of the Chamber held on the 21st February last it was resolved to postpone for 4 months the further consideration of the scheme then submitted, but no action has been taken since; and the only matter in connection with the proceedings of that meeting which has come before the Committee is the following acknowledgment of them by the General Shipowners' Associations of London and Liverpool.

*From the Secretary of General Shipowners' Society to Chamber of Commerce.*

*London, 17th July* 1874.

In acknowledging your letter of 29th January and 27th February last, enclosing Abstract of proceedings of your Chamber of Commerce, I have to state that the Committee of this Society delayed replying to your communications until they had an interview with several of the Members of the Chamber who were in London.

This Meeting has taken place and the result is that the Shipowners do not see anything impracticable in their first proposals,—that they are dissatisfied with the resolutions of the Chamber and intend to adhere to the principle of their original resolutions and to do all in their power to bring the same into effect.

I enclose copy of the decision arrived at by the Shipowners' Associations of London and Liverpool.

SHIPOWNERS' ASSOCIATIONS.

*London and Liverpool, July* 1874.

*Bengal Tonnage Scale.*

The General Shipowners' Society of London and the Liverpool Shipowners' Association regret to have to report that after various communications with the Bengal Chamber of Commerce and meetings with different parties interested in the question, they have been unable to come to a satisfactory arrangement for the measurement

of jute and cotton at Calcutta, the proposal made by the latter body not being in the opinion of the representatives of the shipowners of a nature to put a stop to the malpractices from which it is generally admitted they have so long suffered or to satisfy their reasonable demands.

All that shipowners require or wish for is *payment for the space occupied in ships hold* and this can only be ascertained by measurement alongside or on ship's deck. Such a mode by *qualified measurers acting independently of both shipper and shipowner* would be fair to all parties and as no valid objections to its adoption have yet been shown, it is to be hoped that it may ultimately become the custom of Calcutta.

Meantime until some arrangement of an equitable character can be arrived at the following suggestions are offered for the consideration of shipowners when giving instructions to masters and agents.

1*st.*—To avoid as far as possible taking measurements at the Screwhouse and to insist upon measuring either on ship's deck or alongside, or on some public shipping wharf *within the Port Commissioners' enclosure.*

2*nd.*—With a view to encouraging measurement on board ship, it is suggested that engagements should be made per 5 *bales not exceeding* 50 *feet measured on the Wharf,* or not *exceeding* 52 *feet at the ship.*

3*rd.*—The ton to be
"per 5 bales not exceeding (50 or 52) cubic feet as

above suggested" and *not* "per 50 cubic feet"(without limit of number of bales.)

GEORGE L. MUNRO,
*Chairman, London General Shipowners' Society.*
JAS. MACDONALD,
*Chairman, Liverpool Shipowners' Association.*

## Reduction of Doorgah Poojah Holidays.

The question of reducing the authorised number of public holidays at the period of the principal Hindoo festival has advanced a stage since the Committee last referred to it, and the point urged by them has been temporarily conceded by the Custom House having been kept open for business for half of the time allotted for the holidays on the last occasion.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 21st July* 1874.

I am directed to acknowledge the receipt of your letter of the 6th January 1874, suggesting a reduction in the present authorised number of public holidays allowed during the Doorga Poojah festival on the ground of the extreme inconvenience caused to trade and the shipping by the closing of the Custom House and the cessation of work for so long a period as twelve days.

2. In reply I am to say that at the instance of the Government of India to whom the subject had been submitted for consideration, some of the most influential native gentlemen were consulted and their replies indicate an unanimous opposition to any proposal for a curtailment of the general holiday during the Doorga Poojah, and as regards the native employés of the Custom House the suggestion which meets with most approval is that if with a view to meet the wishes of the mercantile community the holidays in that office are to be limited to one close week, the work entailed by the opening of the Custom House during the rest of the vacation should be met by relays of workers to be remunerated by extra fees.

3. In consulting the Board of Revenue upon the reports from the native gentlemen, the Government desired to ascertain how the limitation of the holiday to one week so far as the Custom House is concerned, could best be effected without seriously inconveniencing the native officials, and the reply* of the Member in charge, with the views expressed in which the Lieutenant-Governor agrees, is submitted for the Chamber's consideration. If the Chamber is prepared to accept the suggestions contained in the Board's letter as regards the compensation to be paid to those upon whom an extra labour is thrown and as to the difficulties in connection with the payment of duty, the Lieutenant-Governor will submit proposals in accordance with those views for the favorable consideration of the Government of India.

*Letter No. 422 B., dated 8th July 1874.

*Board of Revenue, L. P. to Government of Bengal.*

*Calcutta, 8th July* 1874.

A. Money, Esq., C. B.

With advertence to Government order No. 2092 dated 21st May last, I am directed to state that the Member in charge has been in correspondence with the Collector of Customs, Calcutta, and the Bengal Chamber of Commerce, relative to the proposal made by the latter to reduce the Doorga Poojah holidays from 12 days to one week on account of the inconvenience caused to trade and shipping by the closing of the Custom House during the holidays. Mr. Money understands the Bengal Government order, and that of the Government of India, to rule that the prayer of the Chamber of Commerce is to be granted so far as to limit the absolute closing of the Custom House to one week, and that the Board is desired to state how this can be done with the least inconvenience to the native officials.

2. Mr. Money is of opinion that no strict rule can be passed for closing the Custom House for seven consecutive days only. The necessity of allowing time for going to and from home, the intervention of Sundays, and the occasional intervention of other strict holidays prevent this. For example, this year the Doorga Poojah begins on the 15th of October next, and lasts till the 26th idem: the strict days of the Poojah are the 17th, 18th, 19th, and 20th; if, therefore, the first seven days were taken, the Custom House would re-open on the 22nd. But as the 24th is also a strict holiday on account of the Luckhi Poojah falling within the Doorga Poojah holi-

days, and as the 25th is a Sunday, the Custom House must be closed on those two days. Under such circumstances the best plan, it appears, would be to recognize the general principle that the Custom House shall be closed for 7 days only during the Doorga Poojah festival, it being left to the Collector of Customs to determine the days, each year, and to fix them sufficiently early in the year to give long notice to the mercantile community. Thus, this year the Custom House might remain open on the 15th, on the 16th till 2 P. M., on the 22nd, 23rd and 26th October.

3. To curtail, however, the days of their holidays is a serious hardship to the native officials. The Chamber of Commerce writes as if religious considerations were the only ones which have reference to the feelings of natives in connection with those holidays, forgetting that this is the only time in the year when many native officials can spend a few days with their families. The Member in Charge is strongly of opinion that those officials who would be deprived of a portion of their annual indulgence, and placed thereby in a worse position than others, should be compensated at the expense of the persons for whose benefit or convenience they would suffer. Every native subordinate who attends the Custom House during the holidays should, I am to suggest, get an extra day's pay for each day of attendance, the funds for this purpose being levied by fees payable by every firm or merchant using the Custom House during such time. The Collector could regulate the rate of fees, or the mercantile community might, if they preferred it, divide the cost among themselves.

4. There is only one other point which Mr. Money thinks deserves notice. During the holidays, the Bank of Bengal is not open to receive payment of duty, and the Custom House cannot receive it, for it has neither guard nor strong chest for large sums of money. It would therefore be necessary for merchants intending to pass goods, for either export or import, during the holidays, to pay into the Bank before the holidays a sum which would cover the amount of duty, and to produce either the Bank's receipt or a guarantee from the Bank up to a specific amount.

5. The Member in Charge sees no means of avoiding this difficulty about payment of duty, and is inclined to think that such compulsory payment will prove a serious bar to merchants wishing to use the Custom House during the holidays.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 27th July* 1874.

I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 2932 of 21st instant, accompanied by copy of letter from the Board of Revenue on the subject of the Chamber's representation regarding the Doorga Poojah holidays: and to state for the information of the Lieutenant-Governor that they are willing to accept the arrangement proposed in the Board's letter as to the number of days on which the Custom House should be closed, and those on which business may be transacted there as usual; and also as to the remuneration of Custom House officials by

fees, regulated by the Collector, payable by those whose operations necessitate their attendance.

If ample notice is given of the arrangements to be observed in October, the Committee are of opinion that merchants desirous of carrying on their import and export business during the holidays will have no difficulty in satisfying the Collector with regard to a sufficient provision for the probable amount of duty.

## Accommodation for Native Passengers in Steamers.

In reply to the following reference as to the increased space that should be allowed for native passengers on voyages in Indian seas, the Committee stated that in their opinion the provisions of Acts XII of 1870 and 1872 were sufficient and required no extension: but believing that the large experience of the Agents for the British India Steam Navigation Company would be acceptable to the Government in arriving at a decision in the matter the Committee submitted the reference for their opinion. Their reply was forwarded to Government, with the Committee's expression of concurrence that the present state of the law required no further legislation.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 26th September* 1874.

I am directed to forward herewith a copy of a letter

from the Government of India, Department of Revenue, Agriculture and Commerce, No. 444, dated 17th July 1874, regarding Rules for defining the space that should be allowed under Clauses 2 and 3 of Section 12 of Act XII of 1870 and Section 3 of Act XII of 1872, (the Native Passenger Ships' Acts), and to request that the Chamber of Commerce may be moved to favor the Lieutenant-Governor with an expression of their opinion on the subject.

*From Govt. of India to Government of Bengal.*

*Calcutta, the 17th July* 1874.

The attention of His Excellency the Governor General in Council having been directed to the question of framing rules for defining the space that should be allowed under Clauses 2 and 3 of Section 12 of Act XII of 1870, and Section 3 of Act XII of 1872, (the Native Passenger Ships' Acts) to each passenger for voyages in Indian seas in the monsoon and in fair weather, I am directed to state that it is proposed to make the following rules in regard to coasting voyages, *viz* :—

(1*st.*) That at all seasons nine feet be allowed for a between deck passenger, with, in the north-eastern monsoon four, and in the south-western monsoon six feet upper deck accommodation for air and exercise.

(2*nd.*) That for a deck passenger nine feet be allowed in the north-eastern monsoon, and twelve feet in the south-western monsoon.

Any exceptional rules that may be required for Balasore and Dhumrah to be framed by the local Government.

(*2nd.*) I am to request that His Excellency in Council may be favored with any suggestions His Honor the Lieutenant-Governor may wish in communication with the Chamber of Commerce, to offer on the subject.

*From Messrs. Mackinnon Mackenzie & Co., Managing Agents of British India Steam Navigation Company to Bengal Chamber of Commerce.*

*Calcutta, 20th October* 1874.

In replying to your letter of 13th instant with enclosures relative to the accommodation proposed to be given to native passengers, it appears necessary to refer to the present state of the law on the subject.

Clauses 2 and 3 of Section 12 of Act XII of 1870 provide for passengers having 12 superficial and 72 cubical feet of space in the between decks and 4 feet on the upper deck, but a perusal of Chapter 2nd of that Act will show that this provision is intended for sailing vessels on long voyages.

Chapter 3rd of same Act states that in the case of coasting steamers certificates shall be granted which "shall "state the limits (if any) within which the vessel is to "ply, and the number of native passengers which the "vessel is permitted to carry such number to be subject "to such conditions and variations according to the time

"of the year, the nature of the voyage, and the cargo "carried as the case requires."

Section 3 of Act XII of 1872 amends clauses 243 of Act XII of 1870 and provides that in the case of steamers (*e. i.*, steamers on long voyages because steamers on coasting voyages are otherwise provided for) the space may be reduced to 9 superficial and 54 cubical feet in between decks.

So far therefore as regards sailing vessels and steamers on long voyages the present state of the law is satisfactory, in as far as ample accommodation is given, while a fair and proper distinction is made between steamers and sailing vessels.

To summarise; the present state of the law gives to native passengers by sailing vessels 12 superficial feet and 72 cubical feet in between decks and 4 feet on deck; and by steamers other than coasting steamers, 9 superficial feet and 54 cubical feet in between decks and 4 feet on deck. In coasting steamers the space to be allotted is left "at the discretion of an officer authorized by the local Government."

The letter from the Government of India to the Government of Bengal while making reference only to clauses 2 and 3 of Section 12 of Act XII of 1870 and Section 3 of Act XII of 1872, and taking no notice of Chapter 3 of the 1870 Act which treats specially of coasting steamers, proposes that the between deck accommodation to be given in coasting steamers should be the same as given in steamers on long voyages, say, to the Red Sea or Persian

Gulf. Of this we do not approve because we consider that the distinction recognised in the Acts referred to between a steamer on a long voyage and a coasting steamer a fair and proper distinction, and that it should be upheld. It seeems very apparent that what may be necessary for a pilgrim steamer going to Jeddah where a peculiar class of passengers is on board for 20 days, is not necessary for a coasting steamer where the passengers may be on board but a few days, it may be but a few hours. In fine we consider that the present state of the law which provides certain accommodation in sailing vessels, a less accommodation in steamers and a still less accommodation in coasting steamers is satisfactory and not to be improved by further legislation.

Up till two months ago the passenger certificates given by the Master-Attendant here set aside 6.5 feet in between decks and 4 feet on the upper deck for each adult passenger by coasting steamers; being the same accommodation as Government have allotted to native troops on the voyage from Calcutta to Rangoon. This space we consider ample and that a still less space on deck will suffice when the voyage is very short such as from Calcutta to Balasore or Dhumrah. That exceptional rules should be made for Balasore and Dhumrah is recognised in letter from the Government of India to the Government of Bengal, but we wish it to be borne in mind that in the system of communications kept up by this company under contract with the Government of India there are many distances as short and shorter than those between Calcutta and Balasore or Dhumrah; under which view of the case it will be observed that the proposal for 9 feet would place our com-

pany under a manifest disadvantage. What we desire therefore is that the accommodation which up till a couple of months ago was allowed by the Marine Department here, *viz:* 6.5 feet in between decks to each adult passenger and 8.5 feet on upper deck when no accommodation is reserved below, may be reverted to, and that any exceptional rules made for Balasore or Dhumrah should hold good for runs of somewhat similar distances performed by our steamers.

The only unsatisfactory result of the present state of the law, under which the accommodation on coasting voyages is left "at the discretion of an Officer authorised by the local Government," is the variety of ways in which that discretion is exercised. For example the steamer *Oriental* belonging to this Company now employed on the mail line between Madras and Rangoon was surveyed by the Rangoon authorities about three months ago and obtained a license to carry 786 passengers, but the Madras authorities have disputed the Rangoon license and granted a new one authorising 398 passengers to be carried between October and December and 515 during the remainder of the year. So here we have the irregularity of the steamer being allowed to carry nearly double the number of passengers between Rangoon and Madras which she is allowed to take between Madras and Rangoon.

We will be glad that your Committee concur in our views, and will recommend them to the Government for adoption at all the ports of British India.

## Aden Harbour and Anchorage.

About 4 years ago, in accordance with instructions from the Secretary of State for India to report upon the harbour and anchorage of Aden, Mr. Robertson C. E. expressed his opinion that a certain amount of dredging ought to be done to keep them in a fit state, and recommended that the shoal part near the light-ship should be dealt with in the first instance; but from information placed at the disposal of the Chamber a few weeks ago it would appear that no attempts had been made to improve the condition of the port.

The Committee therefore represented the matter to the Government of India, by whom it has been taken in hand, as indicated by the following reply:—

*From Govt. of India to Chamber of Commerce.*

*Calcutta, 23rd September* 1874.

In reply to your letter of the 2nd instant, relative to the Aden Harbour, I am directed to state, for the information of the Bengal Chamber of Commerce, that a full report on the subject has been called for from the Government of Bombay, and that on the receipt of a reply you will be informed of the orders that may be passed by the Government of India.

## Street Tramways.

Frequent references have already been recorded in the proceedings of the Chamber to the expediency of tramways being constructed in the business parts of the town and the suburbs of Calcutta, and the following reply from the Committee to the latest communication from the Government of Bengal contains their views on the points submitted for their opinion :—

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 22nd June* 1874.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 4004 of 12th instant regarding a proposal for giving to a private firm the right of making street tramways in Calcutta for a term of years.

The Committee concur in the opinion expressed in your letter No. 780 of 7th February last to the Chairman of the Justices that a proposal of such a kind should be subjected to public discussion, and that the concession by Government of a special privilege in favor of an individual speculator or a private company should not be made until after ample notice had been given to the public and opportunity afforded to projectors generally of competing for the franchise, which in other countries is generally considered to possess considerable value to the grantees.

The Committee see no reasons why the latter should not be granted to a responsible party or corporation subject to such control on the part of the Government or municipality as will insure to the public the greatest amount of convenience and the least interference with the ordinary traffic of the streets, &c., such concessions have been made to private individuals and corporations in many of the chief cities of Europe and America, and the Committee are not aware that they have been found to work against the interests of the municipalities referred to: on the contrary they believe in most instances the result has proved beneficial to both contracting parties.

The Chairman of the Justices states in his letter of 23rd December last "that the Committee was of opinion "that a scheme for extending the Tramway through the "town would have a better chance of success if taken "up by capitalists of this city, and therefore tenders "were not publicly invited," but the Committee of the Chamber do not take that view of the matter; they are of opinion that the interests of the tax-payers demand that before giving away a valuable right like the one in question the widest publicity should be given to their intention and that tenders should be invited 6 months after notice has been given in the leading newspapers. By this means they consider better terms could be got than those which the Tramway Committee of the Justices are anxious to accept: in fact, notwithstanding the limited notice of their intention to dispose of the existing Tramway and the franchise for the town, the Committee are informed that at the meeting held on 22nd of December a tender offering more favorable terms for the privileges

in question than the one which was accepted was actually sent into the Tramway Committee, but, on account of what appears rather an untenable reason, was not opened.

## Proposed official testing and verification of English Weights.

This matter was submitted for the consideration of the Government of Bengal last June, but no reply has been received yet.

The expediency of providing for the ultimate adoption of a uniform system of weights throughout British India had been the subject of a long continued discussion which was terminated by the passing of Act XI of 1870, whereby the Indian seer, equal to the French Kilogramme of 2,205 lb. avoirdupois, was declared to be the primary standard of weight.

In the statement of Objects and Reasons which accompanied the introduction of the preliminary Bill the necessity of the measure was urged with the view among other grounds "to facilitate and simplify commercial operations;" and it was also stated that it had not been considered expedient to introduce the weights of Great Britain into India.

The Act was obviously intended to remove the

long existing evil of a large diversity of weights throughout the country, and in that respect it was a measure of great public usefulness.

But in the presidency towns of India the use of English weights is almost as common as the use of Indian weights, and on several articles of imported and exported merchandise customs duties are levied on valuations per lb, cwt, and ton.

Up to 1st November 1860 the customs returns exhibited Indian weights only, but from that date they were, with a few exceptions, displaced by English denominations, and the alterations then made have been since maintained.

The Committee were unable to trace the authority for that alteration, but believed it was given by the late Mr. Wilson in order to assimilate the Indian customs returns as far as possible to those issued by the London Board of Trade.

It appeared from a reply given by the Mint Master to an application for testing the correctness of English weights that he had not the authority or means to adjust any except those in use by the Government, *viz.*, the Indian maund and the tola weight, with their multiples and subdivisions.

As English weights are extensively used by merchants in the purchase and sale of country produce and various articles of imported merchandise, recognised by Government in levying duty, and employed in official records, the Committee recommended that the Warden appointed under Act XI for the purpose of verifying Indian weights be authorised to have the charge of English standards also, and to verify the weights presented to him for a declaration of their accuracy, on payment of a small fee to cover attendant expenses.

The Committee believed this plan had been adopted in Bombay and hoped it might be introduced in Calcutta.

The weights used in the bazar are generally most defective, and the system so long tolerated should be forthwith discountenanced and discontinued, and weights officially recognised and verified should be authoritatively substituted. By their constant use, the weights are considerably reduced, and broken bricks and stones are thrown into the imperfect scales to supplement the loss of the metal weights.

All weights current in the Calcutta bazar and in ordinary commercial use should be tested every six months, and it was suggested, if that ope-

ration threw too much labor on the Mint Master or Warden, that Government should appoint an Inspector of weights, whose report should be accepted by the Warden as a guarantee of the necessity for testing in all cases of proved deficiency, and an official stamp of verification, with date thereof, should be affixed to every certificated weight.

## Trade routes and the prospects of trade between Burma and Western China.

Though this is a question that more intimately concerns Burma and our Colonies in China, the Committee have had pleasure in replying to the request made them by the Government of India, and in their annexed letter they have embodied what appeared to be the principal points to which the attention of the Commission should be directed as regards the requirements of trade. The exploring party has already started, and the result of their enquiry will be no doubt duly communicated to the Chamber.

*From Govt. of India to Chamber of Commerce.*

*Calcutta,* 14*th October* 1874.

I am directed by the Viceroy and Governor General in Council to inform you that it is in contemplation by

Government shortly to despatch a party of British officers to Yunan for the purpose of reporting upon the trade routes and the prospects of trade between Burma and Western China.

2. His Excellency in Council will be glad to be favored with any suggestions which the Calcutta Chamber of Commerce may desire to offer on the subject of the development of trade between the two countries, or on any matters of commercial interest to which the attention of the officers should be devoted.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 25th November* 1874.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 2263 of the 14th ultimo which acquaints them of the intention of His Excellency the Viceroy and Governor General in Council to despatch a party of British officers to Yunan for the purpose of reporting upon the trade routes and prospects of trade between Burma and Western China, and invites any suggestions which the Chamber may wish to offer on the subject.

The first point on which the Chamber would desire to receive special information is the comparative desirability of the two routes viâ Bhamo, on the one hand, and Kiang Tung on the other, both as regards safety and facility of transit of goods and travellers, but more especially in view of the ultimate construction of railway and telegraph lines.

The route of the present mission has, the Committee hear, been altered, and it now proceeds, they are informed, by the latter, instead of, as was first intended, by the former, road. This change has been rendered necessary by rumours of disturbances in the Northern part of Burma.

The establishment of a regular trade between British Burma and Western China, or between any one country and another, must have for its foundation not only security for life and property but immunity from all stoppage of intercourse. The Committee would therefore be glad to learn what measures are proposed to be taken to ensure this end. The means necessary for surmounting these geographical and political difficulties have no doubt already engaged the attention of Government.

The Committee would also be glad to receive full and complete information as to the commercial products of the different districts through which the mission will have to pass and their capabilities for consumption of British manufactures.

If would be desirable therefore to get samples of the various article of produce obtainable, with a statement of their available quantities, and the extent to which their production might be increased by the application of European appliances and machinery as well as by the enlarged demand that would necessarily follow the opening out of a new outlet for the trade. If such samples were accompanied by memo. of cost at the place of production, together with charges of transport to port of exportation the importation would be useful, and they should include

all articles, not only of manufacture but of natural productions, metals, minerals, precious stones, &c. in which Yunan is, the Committee believe, particularly rich.

A further point on which the Committee apply to be furnished with information is about the coinage and currency, of which they would like specimens and the different modes of business, whether transactions are conducted by barter or by payment in coin, a list of the weights and measures in use, with their comparative equivalents in English or Indian currency, is also needed.

A large proportion of the trade of Yunan at present finds its way down the Yeang Tze River to Shanghai. The relations between these Western States and the ports on the Eastward should be ascertained and reported on, as well as the proportion of the trade that may, on the opening of the shorter route, be diverted to our own provinces.

These appear to be the principal points on which the Committee desire information, but they will be glad of any further report on subjects which may, in the course of the enquiry, appear to the Government of sufficient interest to be communicated to the Chamber.

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## Present condition of Commerce between British India and Annam.

*From Govt. of India to Chamber of Commerce.*

*Viceroy's Camp, Hazareebagh, 16th October* 1874.

I am directed to state that His Excellency the Viceroy and Governor General in Council will be much obliged if the Chamber of Commerce will favor the Government of India with any information which they may be in a position to furnish regarding the present condition of the trade between British India and Annam.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 10th November* 1874.

Your letter No. 3 of 16th of last month was submitted to the Committee of the Chamber of Commerce at their first meeting after the Doorga Poojah holidays, and I was directed to state in reply that it is not within their power to furnish any information on the present condition of Commerce between British India and Annam: for as far as they are aware there is no direct trade between this part of India and the Province you refer to, or indeed between it and any of the presidency sea-ports. It is believed that the foreign trade by sea is principally with China, Siam and British ports within the Straits of Malacca, and that the French Settlement at Saigon is one of the principal out-lets for the products of the country.

## Reports on Country Produce.

During the half-year the Committee have had references from Government for reports on samples of various country produce, and by the courtesy of Messrs. Ernsthausen and Oesterley they have been able to furnish all available information regarding the following :—

Cotton, from Hinghunghat seed grown in Palamow.

„ grown in the Jail at Midnapore.

„ received from the Cotton Commissioner.

Tobacco, grown in Madras from Manilla seed.

„ „ Port Blair.

Vanilla, from Mysore.

Sulphur, from Nepaul.

Cocoons, produced from Japanese and Cashmere seed.

Tusser Silk Cocoons, from the Central Provinces.

## New Members.

Messrs. N. J. Valetta and Co. have been admitted, by the Committee, as Members of the Chamber, subject to the usual confirmation.

## Members Retired.

Messrs. Atkinson, Tilton and Co., Messrs. Balmer, Lawrie and Co., Messrs. Wolff, Wilmans and Co., Mr. G. M. Blacker, and Messrs. Hamilton, Brown and Co. of Mirzapore have ceased to be Members.

## Funds of the Chamber.

The half-yearly balance of the Funds of the Chamber amounts to Rs. 20-5-0 exclusive of Rs. 12,000 in 4 per cent. Government Securities.

J. C. MURRAY,

*President.*

## PROCEEDINGS OF A SPECIAL GENERAL MEETING HELD ON SATURDAY, THE 8TH AUGUST 1874.

ANDREW YULE, ESQ., in the Chair.

*The Chairman* opened the proceedings of the meeting by declaring the purpose for which it had been convened, *viz.*, for the appointment of a Provisional Committee to conduct the current business of the Chamber, and specially to revise the rules and regulations now in force, and to report generally on the best means of promoting the efficiency of the Institution.

*The Chairman* remarked that the position he occupied demanded some explanation, and in giving the reasons which had induced him to remain on the Committee after the other members had retired he said he had been desirous of doing what little he could in the interests of the Chamber and believed that, under existing circumstances, he had best served them by acting as he had done. It was unnecessary for him to enter into any statement of the cause or causes, immediate or remote, of the present state of the Chamber's affairs: that was a matter which would be fully investigated by the Provisional Committee whose appointment was the object of this present meeting.

*The Chairman* concluded a few other remarks by proposing the following Resolution:—

*That the following gentlemen be appointed a Provisional Committee to conduct the current business of the Chamber, and especially to revise the Rules and Regulations now in*

*force, and to report on the best means of promoting the efficiency of the Institution:*

The Hon'ble J. R. Bullen Smith,
M. Henderson, Esq.,
J. C. Murray, Esq.,
H. Rhodius, Esq.,
J. Flemington, Esq.,
F. Whitney, Esq.,
S. A. Raphael, Esq.,
E. C. Morgan, Esq.,
J. A. Anderson, Esq., and
Andrew Yule, Esq.

*Mr. A. B. Inglis* seconded the Resolution, which was carried unanimously.

The *Hon'ble J. R. Bullen Smith* then rose and said—

I beg leave to propose an additional Resolution. It has occurred to some of us that upon this occasion, considering the peculiar circumstances in which the Chamber is placed, members will for once be willing to forego their right of voting for the Executive, and allow the Provisional Committee, just elected, to select such a Committee as they think will be acceptable to the Chamber and likely to advance its efficiency and interests: I mean that the vote of the Chamber shall be taken not as usual by voting cards and individual names, but simply by a resolution of approval of the Committee which the Provisional Executive shall select and recommend. As a rule, I would on no account wish to restrict the elective privileges of members, but at this juncture I believe the course I recommend will save considerable delay in the instalment of a regular

executive and be otherwise attended with advantage. I therefore beg to propose the following resolution :—

*That it be an instruction to the Provisional Committee, now appointed, to select and form a permanent Committee for the current half-year, and submit the same for approval and confirmation.*

Before sitting down I would say a word as to what fell from the Chairman regarding himself at the beginning of the proceedings. While, in common with others, I much regret the late almost wholesale secession of the Committee, far be it from me to comment upon the action taken by these gentlemen—they doubtless had reasons satisfactory to themselves for the course they adopted, and it is not for us to question them, but I do think our Chairman is entitled to our thanks for remaining at his post and saving the Chamber from being left without President, Vice-President or a single member of Committee. In continuing in office under circumstances very peculiar and not altogether agreeable, Mr. Yule has done all he could to diminish the inconvenience and embarrassment arising from the action of his late colleagues, and I consider the best acknowledgments of the Chamber are due to him.

*Mr. R. Macallister* seconded the resolution, which the Meeting unanimously adopted.

*The Chairman* thanked Mr. Bullen Smith for the manner in which he had expressed approval of the course he—Mr. Yule—had taken, and was gratified to find that the Meeting entertained the same opinion of his conduct.

There being no other business to transact, a vote of thanks to the Chairman terminated the proceedings.

## PROCEEDINGS OF A SPECIAL GENERAL MEETING HELD ON SATURDAY, THE 5TH SEPTEMBER 1874.

THE HON'BLE J. R. BULLEN SMITH, *President of the Provisional Committee*, in the Chair.

The Chairman said that in presenting the report of the Provisional Committee it would not be necessary for him to trouble the meeting with any lengthy remarks.

Their first care had been to discharge any arrears of business, which had been done, and the file was now clear.

Paragraph 2 of the Report referred to the Rules and Regulations of the Chamber, which, as desired, they had carefully revised, without finding much susceptible of change or improvement, at which, however, he had not been surprised, as the revision undertaken by the Committee some years ago had been very complete and was carried out with the aid of the rules of almost all the principal Chambers of Commerce, including that of New York. By referring to the Report in their hands, Members would observe that a change was however proposed in Rule VII, by which the future Committee might be considered complete with only five Members, President and Vice-President included. He would mention that the Provisional Committee did not consider a Committee of seven at all too large, but experience had shown that there was frequently a difficulty in finding that number, which proved inconvenient, and it seemed desirable therefore to provide for the Committee being complete at the smaller number, while at the same time it was hoped that, as a rule, the old complement of seven Members might generally be found able and willing to serve on the Chamber's executive.

The Chairman next directed the attention of the meeting to the proposed note attached to Rule VIII. and observed that the Provisional Committee had at first contemplated making the substance of this note an integral portion of the Rule, but on reconsideration this, it appeared to them, might be placing too great a burden upon Members; they therefore resolved to propose the addition of the note to the rule, and it was for him to express his hope that, in voting, Members would bear its purport in mind and endeavour, as far as they could, to ascertain the willingness of those to serve for whom they proposed to vote. From the neglect of this much inconvenience and delay was often experienced at the usual periods of election, and he hoped the proposed note would recommend itself to the Members of the Chamber.

Paragraph 3 of the Report gave the names of the gentlemen who had kindly consented to form the regular Committe, and contained a recommendation that they should remain in office till May 1875, when a new election of office-bearers would take place in the usual course. As several Members of the Provisional Committee had agreed to remain in office, the task of forming a new executive had not proved so difficult as he, the Chairman, at one time anticipated, and he only regretted that it had not been found possible to find an American Merchant to occupy one seat, as had generally been the case in former years. It would be seen that Mr. Murray, who had previously occupied the chair of the Chamber with much acceptance, had kindly consented again to take that office, and he had no doubt that the Committee as a whole would commend itself to the Members.

In drawing the attention of the Meeting to the three concluding paragraphs of the Report, the Chairman said he knew that he was approaching a rather burning question, one which had excited a good deal of interest and been the subject of much discussion. He believed he might, without any breach of confidence, mention that some Members of the Provisional Committee, himself included, had been of opinion that the Shellac transactions referred to had not come before the Chamber in a form sufficiently direct to warrant the introduction of the subject in this Report. The majority of the Members, however, thought differently, and this being so, the minority concurred; so that the paragraphs in the Report must be taken to represent the views of the entire Provisional Committee—he deemed it right to state this. Having decided to take up the Shellac question, the Provisional Committee considered that any attempt to enter into its details would be at once difficult and unnecessary: they judged that if after mature consideration of all the knowledge that they possessed, they confined themselves to pointing out where they believed there had been a departure from fair and straightforward dealing, adding the expression of their opinion regarding such procedure, the circumstances of the case would be sufficiently met. In this spirit the concluding paragraphs of the Report had been framed, and he, the Chairman, ventured to hope they would meet with the approbation of the Chamber. His own opinion was that, having decided to touch upon the subject at all, the Provisional Committee could not have said less, nor was it incumbent upon them to say more.

With these remarks, he begged to propose the adoption of the Provisional Committee's Report.

Mr. John Cowie seconded the proposition.

Before putting the proposition to the vote the Chairman invited the meeting to make any remarks they desired on the Report ; whereupon

Mr. T. F. Hamilton said it was with reluctance he rose to say anything against the Report, but it seemed to him that the Provisional Committee had gone beyond their powers in tacking on the last three paragraphs. They were a Committee appointed with special instructions to consider certain subjects of which this was not one, and as a matter of form they were not called upon to express any such opinion as they have. He was not well up in the forms of the Chamber, but thought it would have been much better for the Provisional Committee to have left the matter to the new Committee now about to be appointed, leaving them again to take the sense of each individual Member of the Chamber and act upon the result thereof. As it was, they had expressed an opinion without being asked to do so, upon a question which was either important enough to require more decided action, or not sufficiently so as to deserve these remarks of the Provisional Committee. He therefore begged to move that the last three paragraphs be cut out of the Report, and that further action be left to the new Committee should they tkink it desirable to take any.

Mr. J. C. Murray said he must defend the Provisional Committee from the charge of having exceeded their powers in taking notice of the shellac transaction. One of the positive injunctions laid on them was to propose such measures as might be necessary for promoting the

efficiency of the Chamber. With one exception the whole of the former Committee had resigned, and under such circumstances it could not be said that the Chamber was in an efficient state. And it was necessary therefore for the Committee, on entering on this branch of the enquiry, to ascertain the cause of this resignation. The cause was not far to seek. On the last occasion of cards being sent round for election of a President, only 19 had been returned with names, and six Members had sent back their cards declining to vote, showing that the great body of Members was holding itself aloof from the Chamber. This would not of itself have been sufficient to have warranted action on the part of the Provisional Committee, but when one Member distinctly pointed to this transaction as the reason for his refusal to vote, it appeared to the majority of the Provisional Committee—himself included—that it was no more a matter of choice with them, but that they were bound by their instructions to proceed with the enquiry. Nor could he think a matter which had for the moment brought the Chamber into such an inefficient state a small or trivial one ; it was a grave and serious matter, and it had accordingly received grave and serious notice at the hands of the Committee. On such a serious matter it was the duty of any Committee to be careful to take the sense of the Members at large, and in this Mr. Hamilton was quite right. But the very fact of this General Meeting having been called was a proof that the Committee had done what Mr. Hamilton said they should have done; Members were called together in order that the views and opinions of each individual Member might be ascertained. The Provisional Committee had had a most painful duty put on them which they have fulfilled regardless of their own private feelings or friendship. It was the first time in the history of the

Chamber that occasion for censure had arisen, and he (Mr. Murray) sincerely hoped it would be the last.

Mr. Hamilton's motion not being seconded, the original proposition was put to the vote and carried.

The Chairman having intimated that there was no other matter to submit, the meeting separated after a vote of thanks to the Provisional Committee, proposed by Mr. T. A. Apcar, seconded by Mr. H. B. H. Turner.

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BENGAL CHAMBER OF COMMERCE,
*Calcutta, 27th August* 1874.

## TO THE MEMBERS OF THE CHAMBER OF COMMERCE.

The undersigned, who were appointed by the Special General Meeting held on the 8th instant as a Provisional Committee of the Chamber, beg to place before you the result of their proceedings.

Under the 2 Resolutions adopted on that occasion the duties they were requested to discharge were—

1*st—to conduct the current business of the Chamber;*
2*nd—to revise the rules and regulations now in force;*
3*rd—to select and form a Committee for the current half-year, and to submit the same for approval and confirmation; and*

4*th—to report on the best means of promoting the efficiency of the Institution.*

1*st*.—All the business of the Chamber submitted to the Provisional Committee has received their careful attention, and necessary instructions have been issued for its proper disposal.

2*nd*.—The rules and regulations of the Chamber were revised by a Special Committee in 1866 and adopted at a Special Meeting held on 10th July, and are now in force as then adopted, except Rule VIII, which was amended at a Meeting on the 30th August 1871, to admit of the Committee themselves filling up vacancies, other than those of President and Vice-President. The Provisional Committee have considered the existing Rules, and are of opinion that they should remain unaltered with the exception of the following amendments.

Rules VII. provides for the management of the affairs of the Chamber by a Committee of *seven* Members, including the President and Vice-President; and that *four* shall form a quorum.

Having regard however to the frequent changes that take place in the commercial community, to the vacancies often occurring in Committee during the currency of the year for which its Members are elected, and to the difficulty practically experienced in filling them up, the Provisional Committee are of opinion that the Rule may be advantageously amended to the extent of authorising a Committee of *five* Members, including the President and Vice-President, to conduct the business of the Chamber, and that *three* should form a quorum.

They therefore recommend that Rule VII. be amended as follows :—" That the business and funds of the Chamber shall be managed by a *Committee of not less than five nor more than seven Members, including the President and Vice-President*, to be elected, &c., and that *three shall form a quorum.*

Rule VIII.—It has happened in numerous instances that Members have declined to accept office after having been duly elected to serve on the Committee, and fresh elections have been the consequence. This has been attended with much inconvenience, and in order to avoid it for the future, the Provisional Committee recommend that the following *note* be added to Rule VIII :—" *It is specially requested that before a Member is returned to serve on the Committee his nominator shall have ascertained his willingness to accept office in the event of his election by voting cards.*"

The Provisional Committee do not consider it expedient to disturb the provisions of the Rule or to press that their suggestion should be of a cumpulsory character ; but they desire to urge upon the attention of Members the desirableness of making the preliminary enquiry recommended by them.

*3rd.*—The Provisional Committee submit for your approval and confirmation the following as a Committee for the current half-year :—

| | |
|---|---|
| Mr. J. C. Murray, | *as President,* |
| Mr. M. Henderson, | „ *Vice-President.* |
| Mr. J. A. Anderson, | „ *Members.* |
| Mr. J. Flemington, | |
| Mr. A. B. Inglis, | |
| Mr. G. G. Riso, | |
| Mr. Andrew Yule, | |

These gentlemen have consented to act as your Executive for the current half-year, the period limited by the Resolution under which we were instructed to select your office bearers; but as the current half-year will expire on the 31st October, and as it is customary to elect a Committee who shall remain in office for a 12-month from date of annual election in the month of May, it is proposed that the gentlemen who have accepted our invitation to conduct your business shall hold office until the next annual election in May 1875.

*4th.*—In responding to your request to report on the best means of promoting the efficiency of the Chamber, the Provisional Committee have no difficulty in submitting what appear to them most conducive to that purpose.

To maintain an Institution of the character of your Chamber in a position capable of realising the objects for which it was established, and on a scale commensurate with the requirements of its business, it is essential that the vitality and support derived from its numerical strength be supplemented by the cordial and zealous co-operation of its members; by encouraging and helping your representatives in their task of conducting your affairs by useful suggestions in all matters touching the advancement of objects of common benefit and advantage; by responding fully and freely to references which your Committee may see fit to submit for your opinions on points on which it may be desirable to obtain the sense of the Chamber at large; and by a far more general attendance on those periodical occasions when your Committee ask at your hands approval of their proceedings on your behalf.

But nothing can more effectually tend to promote the

efficiency of the Chamber than the existence of harmonious relations among its Members, and the avoidance of all things subversive of interests which it is their common duty to protect and incompatible with a high standard of conduct.

In closing their Report it is incumbent on the Provisional Committee to notice the transactions in shellac which have lately been the subject of such unfavorable comment in mercantile circles, and to which must be mainly ascribed the break-up of the late Committee, one firm—Members of the Chamber—having unmistakably and in writing pointed to these transactions as their ground of refusal to join in the recent election.

The Provisional Committee do not approach this matter in an inquisitorial spirit, nor attempt to indicate the amount of blame and responsibility attaching to each or any of the parties engaged therein; they desire only to look at the broad question involved, and, doing so in the light of all that they have heard and read on the subject, they feel bound to record that in their opinion the seller of the shellac in question had just ground of complaint. In the judgment of the Provisional Committee a combination was formed to obtain in the contract a wording intended to be, and which was, used to violate the spirit of the instrument,—to defeat what the seller in good faith held and stated to be an important condition of the sale.

The Provisional Committee view such a procedure with deep regret; it is one which on behalf of the Chamber they cannot too strongly deprecate, tending as it must to

weaken the springs of honorable dealing, and to substitute distrust and suspicion for the feelings of mutual confidence which ought to exist between merchants.

J. R. BULLEN SMITH,

*President of the Provisional Committee.*

J. C. MURRAY,
M. HENDERSON,
E. C. MORGAN,
ANDREW YULE,
J. A. ANDERSON,
JOHN FLEMINGTON,
S. A. RAPHAEL,
FREDERICK WHITNEY.

# APPENDIX.

# FUNDS OF THE CHAMBER.

*Statement of the Funds of the Bengal Chamber of Commerce from 1st May to 31st October 1874.*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rs. | A. | P. | | | Rs. | A. | P. | Rs. | A. | P. |
| Office Rent ... | ... | ... | 900 | 0 | 0 | Cash ... | ... | 302 | 10 | 1 | | | |
| Establishment ... | ... | ... | 7,198 | 7 | 3 | Government Paper | ... | 12,000 | 0 | 0 | | | |
| Charges General ... | ... | ... | 4,853 | 4 | 4 | | | | | | 12,302 | 10 | 1 |
| | | | 12,951 | 11 | 7 | | | | | | | | |
| Cash ... | ... | 20 | 5 | 0 | | Subscriptions ... | ... | 8,112 | 0 | 0 | | | |
| Government Paper | ... | 12,000 | 0 | 0 | | Receipts from Price Current... | | 3,671 | 2 | 0 | | | |
| | | | 12,020 | 5 | 0 | Interest for 6 months on 4 per cent. Government Paper for Rs. 12,000 ... | ... | 240 | 0 | 0 | | | |
| | | | | | | | | | | | 12,023 | 2 | 0 |
| | | | | | | Balance ... | ... | ... | | ... | 646 | 4 | 6 |
| | | Rupees | 24,972 | 0 | 7 | | | | | Rupees | 24,972 | 0 | 7 |

CALCUTTA,
31st October 1874.

E. E.

H. W. I. WOOD,
*Secretary.*

**TONNAGE SCHEDULE** for the PORT OF CALCUTTA, adopted at a Special General Meeting of the Bengal Chamber of Commerce, held on the 12th February 1872, with effect from 1st September 1872, except as regards the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhea, Safflower, and other articles similarly packed, which, under the Chamber's Resolution of 14th June 1872 had effect from 1st July 1873.

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Aloes, in bags and boxes ... ... | 20 | ..... |
| Alum, in ditto ... ... | 20 | ..... |
| Aniseed, in bags ... ... | 8 | ..... |
| Arrowroot, in cases ... ... | ..... | 50 |
| Arsenic, in bags or cases ... ... | 20 | ..... |
| Asafœtida, in bags and boxes ... | 20 | ..... |
| Apparel, in boxes ... ... | ..... | 50 |
| Bark, in bags ... ... | 8 | ..... |
| Bees' Wax ... ... | 20 gross | |
| Barilla ... ... | 20 | ..... |
| Betel-nut ... ... | 20 | ..... |
| Books ... ... | ..... | 50 |
| Borax ... ... | 20 | ..... |
| Bran ... ... | 14 | ..... |
| Brimstone ... ... | 20 | ..... |
| Bullion ... ... | at per cent. | |
| Cake-lac, in bags ... ... | 16 | ..... |
| Camphor, in cases ... ... | ..... | 50 |
| Cardamoms, in robins ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Cassia, in boxes ... ... | ..... | 50 |
| ,, bags ... ... | 12 | ..... |
| Castor Seed ... ... | 15 | ..... |
| Chillies, (dry) in bags ... ... | 8 | ..... |
| China Root, in bags ... ... | 11 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Chiretta ... ... | ..... | 50 |
| Churrah ... ... | 14 | ..... |
| Cigars ... ... | ..... | 50 |
| Cloves, in bags ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Coals ... ... | 20 | ..... |
| Cochineal ... ... | ..... | 50 |
| Coffee, in bags ... ... | 18 | ..... |
| ,, casks ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Coral, rough ... ... | 20 | ..... |
| Coir, loose and unscrewed ... ... | 12 | ..... |
| Copras, or Cocoanut Kernel ... ... | 14 | ..... |
| Coriander Seed ... ... | 12 | ..... |
| Cotton ... ... | ..... | 50 |
| Cowries ... ... | 20 | ..... |
| Cummin Seed ... ... | 8 | ..... |
| ,, Black ... ... | 8 | ..... |
| Cutch, in bags ... ... | 18 | ..... |
| Dates, wet ... ... | 20 | ..... |
| ,, dry ... ... | 16 | ..... |
| Dholl ... ... | 20 | ..... |
| Elephants' Teeth in bulk ... ... | 20 | ..... |
| Furniture ... ... | ..... | 50 |
| Garlic and Onions ... ... | 12 | ..... |
| Ginger ... ... | 16 | ..... |
| Gram ... ... | 20 | ..... |
| Gums, in cases ... ... | ..... | 50 |
| Gunny Bags and Gunny Cloth ... | ..... | 50 |
| Gunjah ... ... | ..... | 50 |
| Hemp ... ... | ..... | 50 |
| Hides, Buffalo, or Cow, cured ... | 14 | ..... |
| Hoofs, Horn Shavings and Tips ... | 20 | ..... |
| Horns, Cow, Buffalo, or Deer ... | 20 | ..... |
| India Rubber, in bags ... ... | 16 | ..... |
| ,, in cases ... ... | ..... | 50 |
| Indigo ... ... | ..... | 50 |
| Iron ... ... | 20 | ..... |
| Jute ... ... | ..... | 50 |
| Jute Cuttings ... ... | ..... | 50 |
| Lac Dye ... ... | ..... | 50 |
| Lard ... ... | 20 gross. | |
| Linseed ... ... | 20 | ..... |
| Mace ... ... | ..... | 50 |
| Machinery ... ... | 20 | ..... |
| Metals ... ... | 20 | ..... |
| Mathie Seed ... ... | 18 | ..... |
| Mirabolams ... ... | 16 | ..... |
| Molasses ... ... | 2 puncheons or 4 hhds. | |
| Mother o'Pearl, in bags ... .. | 20 | ..... |
| ,, chests ... ... | 20 | ..... |
| Munjeet ... ... | ..... | 50 |
| Mustard or Rape Seed ... ... | 20 | ..... |
| Niger Seed ... ... | 20 | ..... |
| Nutmegs, in cases or casks ... ... | ..... | 50 |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Nux Vomica ... ... | 16 | ..... |
| Oats ... ... | 16 | ..... |
| Oil, in cases ... ... | ..... | 50 |
| „ casks ... ... | 4 hhds. | |
| Opium ... ... | per chest | |
| Paddy ... ... | 16 | ..... |
| Palmatine, in bags ... ... | 16 | ..... |
| Peas ... ... | 20 | ..... |
| Pepper, Long ... ... | 12 | ..... |
| „ Black ... ... | 14 | ..... |
| Planks and Deals ... ... | ..... | 50 |
| Poppy Seed ... ... | 20 | ..... |
| Putchuck ... ... | 10 | ..... |
| Rags ... ... | ..... | 50 |
| Raw Silk, in bales ... ... | 10 | ..... |
| Rattans for dunnage ... ... | 20 | ..... |
| Red Wood, ditto .. ... | 20 | ..... |
| Rhea ... ... | ..... | 50 |
| Rice ... ... | 20 | ..... |
| Rope, in coils ... ... | ..... | 50 |
| „ Lines and Twines, in bundles ... | 16 | ..... |
| Rum, in casks .. ... | 2 puncheons or 4 hhds. | |
| Safflower ... ... | ..... | 50 |
| Sago, in cases ... ... | ..... | 50 |
| Sal-amoniac, in bags ... ... | 20 | ..... |
| „ boxes ... ... | 20 gross. | |
| Saltpetre ... ... | 20 | ..... |
| Salt ... ... | 20 | ..... |
| Sapan Wood for dunnage ... ... | 20 | ..... |
| Sealing Wax, in cases ... ... | ..... | 50 |
| Seed-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ... |
| Senna ... ... | ..... | 50 |
| Shells, rough, in bags ... ... | 20 | ..... |
| Shell-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |
| Silk Chussum ... ... | ..... | 50 |
| „ Waste ... ... | ..... | 50 |
| Silk Piece Goods ... ... | ..... | 50 |
| Skins ... ... | 14 | ..... |
| Soap, country, in cases ... ... | ..... | 50 |
| „ bags ... ... | 15 | ..... |
| „ bar ... ... | 20 | ..... |
| Stick Lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Sugar ... ... | 20 | ..... |
| Tallow, in cases or casks ... ... | 20 | ..... |
| Talc ... ... | 20 | ..... |
| Tamarinds, in cases or casks.. ... | 20 | ..... |
| Tapioca ... ... | ..... | 50 |
| Tea ... ... | ..... | 50 |
| Teel Seed ... ... | 20 | ..... |
| Timber, round ... ... | ..... | 40 |
| „ squared ... ... | ..... | 50 |
| Tincal ... ... | 20 | ..... |
| Tobacco, in bales ... ... | 16 | ..... |
| Tortoise Shells, in chests ... ... | ..... | 50 |
| Turmeric ... ... | 16 | ..... |
| Wheat ... ... | 20 | ..... |
| Wool ... ... | ..... | 50 |

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term "dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

*Secretary.*

## SCHEDULE OF COMMISSION CHARGES,

*Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the* 18*th June* 1861,—*with effect from* 1*st January* 1862.

| | | | |
|---|---|---|---|
| 1. | On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... ... | 1 | per cent. |
| 2. | On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... | 2½ | „ |
| 3. | On purchasing ditto when funds are provided by the Agent ... ... ... | 5 | „ |
| 4. | On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... | 5 | „ |
| 5. | On returns for Consignments if made in produce ... | 2½ | „ |
| 6. | On returns of Consignments if in Bills, Bullion, or Treasure ... ... ... | 1 | „ |
| 7. | On accepting Bills against Consignments ... | 1 | „ |
| 8. | On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... | 2½ | „ |
| 9. | On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. | half com. | |
| 10. | On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent ... | 2½ | per cent. |
| 11. | On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other Commission is derived ... ... | 2½ | „ |

| | | | |
|---|---|---|---|
| 12. | On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... | 2½ | per cent. |
| 13. | On *del-credere* or guaranteeing the due realization of sales ... ... ... | 2½ | ,, |
| 14. | On the management of Estates for Executors or Administrators ... ... | 2½ | ,, |
| 15. | On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... ... | 2½ | ,, |
| 16. | On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... | 2½ | ,, |
| 17. | On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive | 5 | ,, |
| 18. | On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings.. ... | 5 | |
| 19. | On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... | 2½ | ,, |
| 20. | On realising inward freight, inward troop, Emigrant, or Cabin passage money ... ... | 2½ | ,, |
| 21. | On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. | 5 | ,, |
| | If Opium, Indigo, Raw Silk, or Silk Piece Goods... | 2½ | ,, |
| | If Treasure, Precious Stones, or Jewellery ... | 1 | ,, |

| | | |
|---|---|---|
| 22. | On effecting Insurances, whether on lives or property ... .. ... | ½ per cent. |
| 23. | On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium ... ... ... | 2½ „ |
| 24. | On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... ... | 1 „ |
| 25. | On debts or other claims when a process at law or arbitration is incurred in claiming them* ... | 2½ „ |
| | Or if recovered by such means ... ... | 5 „ |
| 26. | On Bills of Exchange returned dishonored ... | 1 „ |
| 27. | On collecting House Rent ... ... | 2½ „ |
| 28. | On ship's Disbursements ... ... | 2½ „ |
| 29. | On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... | 2½ „ |
| 30. | On granting Letters of Credit ... ... | 1 „ |
| 31. | On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another ... ... | ½ „ |
| 32. | On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value | ½ „ |
| 33. | On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. has been charged ... ... ... | ½ „ |

☞ Brokerage when paid is to be separately charged.

H. W. I. WOOD,

*Secretary.*

# MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto A. and Co.
Apcar and Co.
Argenti, Schilizzi and Co.
Ashburner and Co.
Anderson, Wright and Co.
Balfour, J. *Offg. Agent, Oriental Bank Corporation*
Barlow and Co.
Begg, Dunlop and Co.
Borradaile, Schiller and Co.
Buskin, E. G.
Carlisles Nephews and Co.
Chalmers, J. *Manager, National Bank of India.*
Cochrane, S. *Manager, Agra Bank, Limited.*
Colvin, Cowie and Co.
Crooke, Rome and Co.
Cox, Henry S.
Cohn Brothers and Co.
DeSouza, Thos. and Co.
Dwarkanath Dutt and Co.
Ede and Hobson.
Ernsthausen and Oesterley.
Ewing and Co.
Elliott, John and Co.
Ezra, E. D. I.
Fergusson, J. H. and Co.
Finlay, Muir and Co.
Gisborne and Co.
Graf and Banziger.
Graham and Co.
Grindlay and Co.
Gubbay, Elias S.
Henderson, George and Co.
Heilgers, F. W. and Co.
Hoare, Miller and Co.
Huber and Co.
Jardine, Skinner and Co.
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
Kerr, Tarruck and Co.
Lamouroux and Co.
Longmuir, T. *Manager, Delhi and London Bank, Limited.*
Lovell, H. P., *Supdt., P. & O. Steam Navigation Company.*
Mackillican, J. and Co.
Macallister, R. and Co.
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macneill and Co.
Macknight, Anderson and Co.
Moran, W. and Co.
Manockjee Rustomjee.
Morriss, E., *Agent, Hong-Kong and Shanghai Banking Corporation.*
Pearce, Macrae and Co.
Playfair, Duncan and Co.
Petrocochino Brothers.
Prestage, F., *Agent of the Eastern Bengal Railway Company.*
Prawnkissen Law and Co.
Ralli Brothers.
Ralli and Mavrojani.
Reinhold and Co.
Robert and Charriol.
Rentiers and Co.
Robinson, S. H.
Reid, J. M., *Agent, Chartered Mercantile Bank of India, London, and China.*
Renaud, A., *Manager, Comptoir D'Escompte de Paris.*
Sagrandi, J. P.
Simpson J., *Agent, Chartered Bank of India, Australia and China.*
Steel, McIntosh and Co.
Schlaepfer, Putz and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Sassoon, David and Co.
Shaw, D. T. and Co.
Thomas, J. and Co.
Turner, Morrison and Co.
Toulmin, L. W. and Co.
Tamvaco and Co.
Tambaci, Paul and Co.
Ullmann, Hirschhorn and Co.
Valetta N, J. and Co.
Weinholt Brothers.
Wilson, H. F.
Whitney Brothers and Co.
Williamson Brothers and Co.
Wiseman, Mitchell, Reid and Co.
Yule, Andrew and Co.

## RULES AND REGULATIONS

OF THE

# BENGAL CHAMBER OF COMMERCE.

*First* .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

*Second*.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

*Third*.....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

*Fourth*....That candidates for admission as members of the Chamber shall be proposed and seconded by two members, and may

be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

*Fifth*.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

*Sixth* ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

*Seventh*... That the business and funds of the Chamber shall be managed by a Committee of not less than five nor more than seven Members, including the President and Vice-President, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Three to form a quorum.

*Eighth*.... Annual elections of President, Vice-President, and members of the Com-

mittee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

☞ *It is specially requested that before a Member is returned to serve on the Committee his nominator shall have ascertained his willingness to accept office in the event of his election by voting cards.*

*Ninth...* That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

*Tenth*... Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

*Eleventh.* That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

*Twelfth.* That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

*Thirteenth.* That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

*Fourteenth.* That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

*Fifteenth.* That General Meetings of the Chamber shall be held at such times as the Com-

mittee may consider convenient for the despatch of business.

*Sixteenth.* That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

*Seventeenth.* That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.

*Eighteenth.* That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

*Nineteenth.* That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

*Twentieth.* That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

*Twenty-first.* That the Chamber reserves to itself the right of expelling any of its members;

such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

*Twenty-second.* That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

*Twenty-third...* That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

*Cones and Co., No.* 19, *Loll Bazar.*

# REPORT

OF

# THE COMMITTEE

OF THE

# BENGAL CHAMBER OF COMMERCE.

**From 1st November 1874 to 30th April, 1875.**

Calcutta:

PRINTED BY JONES & CO., NO. 19, LOLL BAZAR.

1875.

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*Proceedings of the half-yearly General Meeting of the Bengal Chamber of Commerce held on Wednesday, the 5th May* 1875.

---

J. C. MURRAY, ESQUIRE, *President*, in the Chair.

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THE CHAIRMAN addressed the members as follows:

Most of the subjects handled in our report were touched upon by me at our last meeting, and it is not necessary, therefore, to detain you many minutes to-day. There are only two points in the report to which I would draw your attention. You will see that the Committee have taken up what would appear to be cases of private hardship; but as they both involved questions of correct interpretations of the law, they affect us all as a body; and it is only therefore the old policy of the Chamber called into more active operation than is usually seen in a single report. Any case of interest generally to merchants, or in which a principle is contended for, has always received immediate notice and support from the Committee.

The next point is the somewhat changed relations between us and the Customs authorities. Formerly there was, as a rule, perfect harmony and accord between us; but we have lately had more than one occasion to appeal to Government against the action of the Collector, and even of the Board of Revenue itself. There are none of us who have not, to a greater or less degree, experienced the difficulty that now exists in the transaction of our Custom House business, owing to the arbitrary, and at the same time useless, changes that have been lately made, and the high-handedness with which the Customs law is now administered. No one who has read the last notification in the papers from the officiating Collector, bristling all over, as it is, with threats of fines and penalties, or who will read the record of the two cases as stated in our report, will any longer wonder at the widespread dissatisfaction that is everywhere expressed. Customs, I believe, are financially under the Imperial Government; administratively, however, they are under the local authorities. It would be matter of congratulation with us all if the Supreme Government would "delocalise" the management, or, in some way, infuse into the administration a little of its own more liberal and enlightened policy.

I must briefly glance at one subject not in our report. Recent legislation in India regarding con-

tracts, and some decisions relating thereto, are matters which concern us all very closely, as to whether or not the safeguards and precautions we have hitherto adopted are sufficient to protect us against wrongful attempts to evade just liabilities.

I have now to move *that the Report of the Committee of the Bengal Chamber of Commerce, for the half-year ended 30th April 1875, be received.*

The resolution was seconded by Mr. Morison, and carried.

It was then proposed by the Chairman, seconded by the Vice-President, and carried,—

*That the Committee's conditional election of Messrs. Nicol, Fleming & Co., as members of the Chamber of Commerce, be confirmed.*

The Chairman then called upon Messrs. R. C. Noble and Edward Clarke, the scrutineers, to declare to the meeting the result of the election of office-bearers for the following year.

Mr. Noble said that the following gentlemen were elected: Mr. E. C. Morgan, *President*, Mr. H. F. Brown, *Vice-President*, Messrs. J. Flemington,

J. Morison, N. Macmichael, H. B. H. Turner, and J. A. Negroponte, *members of the Committee.*

Mr. Thos. Apcar proposed *that the cordial thanks of the Chamber of Commerce be given to the Committee for their services during the past half-year.*

The resolution was seconded by Mr. H. F. Brown, and carried.

The Chairman thanked the members on behalf of himself and his colleagues for the vote of thanks which had been passed. He was painfully aware of shortcomings, but with the strong Committee they now had, there could be no doubt that such arrears as there were would be wiped off. There were two special points to which he wished to draw the attention of the in-coming Committee ; one was the Octroi duties,—a matter to which his attention had been directed more than two years ago, but which he had not had sufficient time to consider : but there were ample papers in the Chamber and elsewhere for the purpose of giving information to the Committee on the subject.

The second was the state of the Paper Currency, to which his attention had lately been called, and which was a most important point. He found

that the Bank of France had an issue of 102,000,000 in notes in circulation, and had gold in reserve of 62,000,000; yet this sum was not found strong enough as a reserve. In India we had in circulation in 1874 nine and a quarter millions in notes, and a reserve in bullion of only three and a half millions, which was barely 30 per cent. The latest returns on 5th February showed that, while the paper currency in circulation amounted to eleven millions, the reserve in silver was only four millions. It was true the amount was made up in the reserve in Government Securities, but these were not convertible. This was an important matter, and he hoped it would engage the attention of the Committee. He begged to thank them again on behalf of himself and his colleagues for the vote of thanks that had been offered.

H. W. I. WOOD,

*Secretary.*

# BENGAL CHAMBER OF COMMERCE.

## Report of the Committee for the half-year ended 30th April, 1875.

THE Committee have the pleasure to submit their Report on the principal questions which have come under their consideration during the past half-year.

### The Budget for 1875-76.

The budget of imperial revenue for 1875-76 was published on the 13th March, unaccompanied however by any Resolution of the Government of India on the general financial position of the country.

The statement by the Honorable Sir William Muir, Financial Member of Council, discloses some interesting and important facts, and the conclusions are satisfactory on the whole.

The adjusted accounts for 1873-74 exhibit a surplus of a little over 2 millions sterling, but the

charges on account of the famine and for reproductive works converted that surplus into a deficit of nearly 5½ millions.

For the year ended 31st ultimo the figures again shew a surplus of nearly 2 millions, but the continued exceptional and extraordinary expenditure reverse the position and a deficit of about £4,600,000 is the result.

The cost of the famine in Bengal is estimated at about six millions sterling.

For the year 1875-76 the Budget estimates a deficit of £3,800,000, after allotting £4,300,000 for reproductive works.

To provide for that large disbursement and to maintain a sufficient reserve, or cash balance, a loan of 2½ millions sterling will be raised in India; this, however, will not be a very heavy addition to the funded debt of the country, already amounting to about 120 millions sterling. The necessity of increased taxation will thereby be avoided; and the declaration that no fresh burdens are to be imposed this year is a gratifying evidence of the desire of Government not to press with undue severity on the operations of commerce or the resources of the people.

## Revision of Customs Tariff.

The Committee appointed to revise the Customs Tariff began their sittings early in January and their report, with the alterations recommended, has been duly submitted to Government. It is still under consideration and no action has been yet taken beyond the mention in the statement of the Financial Member of Council that the estimate for the returns from Customs was based on the report.

## Proposed abolition of Customs duties on Cotton Yarn and manufactures imported into British India.

A communication from the Manchester Chamber relative to the expediency of imported cotton yarn and goods being totally relieved from the duties to which they are now subject was acknowledged by the Committee in the following reply:—

*From Bengal Chamber of Commerce to Manchester Chamber of Commerce.*

*Calcutta, 22nd December,* 1874.

I am desired to acknowledge the receipt of your letter of the 12th of last month, forwarding copies of the reply given by Her Majesty's Secretary of State for India to the deputation of the Directors of the Manchester Chamber of Commerce relative to the abolition of Customs duties on Cotton Yarn and manufactures imported into British India.

In conveying their thanks for your communication and its enclosures the Committee of this Chamber direct me to inform you that they have given careful consideration to the subject of your representation in all its bearings.

The points to which you draw their particular attention possess special interest, and the admissions by the Secretary of State afford good ground for the belief that a favorable position of the finances of this country may eventually result in the successful termination of the movement initiated by the Manchester Chamber.

In the meanwhile it is desirable to obtain a more equitable tariff of fixed values for duty than that which has been in force the last four years, and the accompanying papers will advise you that a Committee has been appointed for its revision and the submission of their views as to the influence of duties on Cotton Goods and Yarn.

## Proposed alterations in Telegraph Regulations.

It will be noticed from the concluding portion of the following correspondence that the Government of India have forwarded to Her Majesty's Secretary of State the Committee's suggestions regarding future regulations for transmission of messages by telegraph from India to Europe.

The rules which were revised in 1872 will probably be amended at the conference to be held shortly at St. Petersburgh; and in anticipation

of that meeting, at which the Government of India will be represented by the Director General with instructions from the Secretary of State, the Committee have recorded their views on the subject. They are content to let the existing system remain undisturbed, but should it be altered from the use of *letters and figures* to the use of *figures exclusively* they have applied for the introduction of at least *five figures as the equivalent of one word:* they have also submitted that the present charges for transmission press heavily on the commercial public who are the largest contributors to telegraph traffic, and that a sensible reduction in the rates would not only be a reasonable concession, but would lead to more frequent use of the telegraph and probably appreciably increase the revenue of that branch of the public service.

*From Chamber of Commerce to the Govt. of India.*

*Calcutta,* 21*st January,* 1875.

The Committee of the Chamber of Commerce have had a lengthened correspondence with the Director General of Telegraphs in India regarding the admissibility of code messages for transmission under the provisions of the existing convention concluded at Rome in 1872.

There was a material conflict of opinion between the Director General and the Chamber of Commerce on the

subject, and eventually the arrangements under which messages were received and transmitted were allowed to remain undisturbed for the present.

In communicating that result, the Director General wrote as follows :—" I have decided to let matters stand as they are and to take no further action towards restricting the license hitherto tolerated until the St. Petersburgh conference meets. Then doubtless measures will be suggested for making the charges on all classes of telegrams proportionate to the labor they impose and the time they occupy the wires,—probably of such an improved and radical nature as renders it almost a waste of time to make at this period any suggestions for the preparation of the codes for the future."

With reference to the opinion above expressed it appears to the Committee of the Chamber that, to enable the commercial public to prepare their codes of telegraph messages in consultation with their Home and Foreign correspondents in time to meet the changes that may be determined upon at the next conference, sufficient notice should be given of any amendments of the existing system.

Probably those amendments have already been under consideration, and the instructions of Government communicated to the Director General for his guidance as their representative at the approaching conference at St. Petersburgh; and if His Excellency the Governor General in Council will be pleased to permit the Chamber to be informed on points which may interest the mercantile community the Committee will appreciate the opportunity of carefully examining them, and of submitting

such suggestions as may appear desirable to be adopted, and to which His Excellency may think it proper to call the attention of the Director General.

*From Govt. of India to Chamber of Commerce.*

*Calcutta, 8th February,* 1875.

I am directed to acknowledge receipt of your letter of the 21st ultimo requesting that sufficient notice may be given of amendments of the existing telegraph Rules to enable the commercial public to prepare their codes and asking to be furnished with copy of the instructions given to the Director General of Telegraphs for his guidance at the approaching conference at St. Petersburgh. In reply I am directed to state that due notice will be given of any alteration that may hereafter be made in the existing regulations, but that as the final instructions will be given to the Director General of Telegraphs by the Secretary of State in England, and not by the Government of India, the request of the Chamber on that point cannot be complied with. But if the Chamber will place on record the precise points to which they desire that attention may be given, the Government of India will forward copy of their letter to Her Majesty's Secretary of State.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 6th March,* 1875.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 69 of the 8th ultimo, which informs them that Her Majesty's

Secretary of State—and not the Government of India—will give final instructions to the Director General of Telegraphs regarding any alterations that may be made in the existing regulations respecting the transmission of messages from India to Europe, but that the Government of India will forward for the consideration of the Secretary of State the precise points which the Chamber of Commerce may place on record.

Availing themselves of the opportunity thus afforded of expressing their views on the subject, the Committee desire me to submit the following observations.

Under the rules adopted by the International Convention, concluded at Paris in 1865, and subsequently revised at Vienna in 1868 and at Rome in 1872, certain classes of messages were sanctioned as admissible for transmission over the international lines, and Article 9 defines what are held to be secret messages.

Under that sanction and interpretation the commercial public, whose business operations necessitate frequent recourse to the telegraph, have formed codes consisting of words of preconcerted meaning, comprehensible only to themselves and their correspondents; and by means of messages composed of combinations of words and figures they have conducted their telegraphic communication.

After many years' experience the system has been found to work satisfactorily, and the mercantile community are of opinion that it should continue undisturbed.

At the close of a lengthened correspondence with the

Director General of Telegraphs relative to the admissibility of certain code-messages, the composition of which was, in his judgment, at variance with the Convention regulations, but which the Committee of the Chamber contended was in order, they were informed that at the next conference, to be held at St. Petersburgh sometime this year, measures of an improved and radical nature would probably be proposed ; and looking forward to that event the Director General suffered the matter in dispute to remain in abeyance and the practice so long recognised and understood to be continued.

It was with the view of learning what changes would probably be introduced, and of affording the commercial public the opportunity of amending their codes in accordance with those changes, in sufficient time to be adapted to those alterations, that the Committee of the Chamber addressed the Government of India : and they now respectfully submit that Her Majesty's Secretary of State may be moved to communicate for their information, at the earliest opportunity, the instructions the Marquis of Salisbury may give to the Director General, as representing the Government of India.

The precise points which the Committee of the Chamber of Commerce desire to place on record are—

1*st.*—That the existing system for transmitting messages should continue unaltered.

2*nd.*—That, in the event of the system being altered so that numerals or figures shall be employed exclusively in substitution of letters *and* figures—the use of both combined being allowed at present under provisions of

Article 36—the calculation of not less than five figures as the equivalent of one word should be the basis for the charge of transmission.

*3rd.*—Under the existing tariff, messages from India to Europe, viâ Suez and viâ Teheran, not exceeding 20 words cost 42 rupees; but although that rate is slightly lower than it was prior to the revision of the tariff in 1872, the charge is considered a heavy one.

The incessant resort to telegraphic communication with Europe, America and other distant places is rendered almost compulsory by the circumstances of commercial business, and the tariff rate forms a considerable item of expenditure, and bears heavily on the commercial public. It is admitted that mercantile messages form a very large percentage of the total traffic, and that the greatest portion of the revenue received by the Telegraph Department is contributed from that source.

A sensible reduction in the rate would largely increase the number of messages; and it is submitted that it is but reasonable to apply for such reduction in behalf of interests which greatly augment the revenue realised by the Government of India, as well as by the States which share in the general results.

*From Govt. of India to Chamber of Commerce.*

*Calcutta, 19th March,* 1875.

I am directed to acknowledge the receipt of your letter dated the 6th instant regarding the existing foreign telegraph traffic regulations, and the points which

the Committee of the Chamber of Commerce desire to place on record for the consideration of the Director General of Telegraphs at the approaching telegraph conference to be held at St. Petersburgh, and in reply to state that your letter under acknowledgment will be forwarded to Her Majesty's Secretary of State for consideration.

## Jute Warehouses.

The Jute Warehouse Act of 1872 has been amended by Act II of this year, with the view—*inter alia*—to remove certain stringent provisions contained in the former, which the owners of jute warehouses held to be unnecessarily restrictive and obstructive to their business, specially in regard to the compulsory drying and preparing the material in covered and confined portions of their premises. That process absolutely requires the exposure of jute, frequently received in a damp or partially wet state, to the sun's influence and to thorough ventilation in the open air; but it was a punishable offence under the old Act, and the prohibition was felt to be an oppressive restriction and injury to the jute trade.

The amending Act permits the process to be carried on in enclosures approved of by the Justices, and the general conditions on which licenses for jute warehouses may be granted are reasonable and sufficiently protective against the risk of fire.

## Detention of the Overland Mail at Suez.

In their last report the Committee published a remonstrance addressed to Her Majesty's Post Master General against the action of the Peninsular and Oriental Steam Navigation Company in detaining at Suez for a week the Overland mail viâ Brindisi: and they now place on record the reply thereto and other correspondence in connection with the subject forwarded for the Chamber's information.

After a careful review of what the Company have urged in justification of the detention of the public mails the Committee are compelled to the conclusion that the Company's obligation under their contract was designedly disregarded, and that, in their desire to maintain the continuity of more profitable arrangements, they sacrificed interests involved in the prompt and punctual transmission of the express mail service.

The Committee are now in possession of all the contracts between the Company and Her Majesty's Government, and as far as their reading and rendering of the several provisions and stipulations enable them to form an estimate of the Company's obligations, the failure to convey the mails to their destination with all despatch and

within the allotted time was a clear and deliberate breach and nonfulfillment of their contract.

*From John Tilley, Esq., General Post Office, London, to Bengal Chamber of Commerce.*

*London, 1st January,* 1875.

I am directed by the Postmaster General to acknowledge the receipt of your letter of the 10th November last, in which, by desire of the Bengal Chamber of Commerce, you call attention to the detention at Suez for a week of the London Mails for India of the 16th October, forwarded by the contract packet from Brindisi to Alexandria.

Previous to the receipt of your letter, the Post Master General had been in communication with the Directors of the Peninsular and Oriental Steam Navigation Company on this subject, for, although by the terms of their contract, they are not required to send on the Brindisi portion of the mails without waiting for the packet from Southampton, in the event of the latter failing to arrive at Suez in due course, His Lordship entertained full reliance upon the readiness of the Company to promote the efficiency of the Mail Service, and to obviate to the utmost of their power the inconvenience and loss which must be occasioned by any delay of the most important part of the correspondence.

The object, therefore, of addressing the Company was to come to such an arrangement as would prevent a delay of the Brindisi portion of the mails in future cases, like

that which occurred in October last, by the breakdown of the Southampton steamer.

Much to the regret of the Post Master General, he has failed to obtain any satisfactory assurances from the Company in this respect.

His Lordship directs me to transmit to you, for the information of the Bengal Chamber of Commerce, a copy of the correspondence which has taken place on this subject between this Department and the Peninsular and Oriental Company, in which it will be seen that due weight was given to protests made by the Chamber of Commerce, and the Indian public generally, against the serious delay to which the mails were subjected on the occasion referred to.

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*To A. M. Bethune, Esq., Peninsular and Oriental Steam Navigation Company.*

*General Post Office, 2nd November,* 1874.

It appears by a telegram from Suez that the mail packets *Ceylon* and *Surat*, which, in the ordinary course, should have left Suez for Bombay and China respectively on Friday, the 23rd ultimo, were not despatched until Thursday last, the 29th ultimo, six days after time.

This late departure was occasioned by the accident which the *Surat* met with after leaving Gibraltar, and, as regards the China Mails, the delay appears to have been unavoidable, as the *Surat* was the vessel appointed to convey them to their destination. But as another vessel was ready at Suez at the appointed time to take forward the

mails for India, it was possible to have prevented the delay which the Brindisi portion of those mails suffered by waiting for the arrival of the *Surat*.

In the absence of any regulation on the subject, no blame is attributable to any one on this occasion, but it seems necessary to lay down some rule to meet a similar case hereafter; and I shall be glad if the Directors of the Peninsular and Oriental Steam Navigation Company will state, for the consideration of the Postmaster General, what course they have to propose.

I am, &c., W. J. PAGE.

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*To A. M. Bethune, Esq., Peninsular and Oriental Steam Navigation Company.*

*General Post Office, 9th November,* 1874.

With reference to my letter of the 2nd instant, I am directed by the Post Master General to transmit to you, to be laid before the Directors of the Peninsular and Oriental Steam Navigation Company, the enclosed copy of a telegram, which His Lordship has received from the Director General of the Post Office of India, in which it is stated that strong complaint is made by the public of India of the course taken in detaining the Brindisi portion of the mails at Suez last month to await the arrival of the *Surat*, which had broken down on the voyage between Gibraltar and Malta.

I am, &c., WM. JAS. PAGE.

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Copy of a Telegram from the Director General of the Post Office of India to the Post Master General; dated 6th November 1874.

Indian public indignant at detention till 29th of steamer timed to leave Suez for Bombay on 23rd October; important Brindisi Mail kept waiting for comparatively unimportant Southampton Mail; pray investigate.

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*To A. M. Bethune, Esq., Peninsular and Oriental Steam Navigation Company.*

*General Post Office, London, 9th November,* 1874.

With further reference to my letter of the 2nd instant, I am directed by the Post Master General to transmit to you, to be laid before the Directors of the Peninsular and Oriental Steam Navigation Company, the enclosed copy of a report which has been received from the Agent of this Department at Suez, in which, with respect to the accident to the packet *Surat*, and the consequent late arrival of her mails at Suez, he expresses an opinion that the *Surat* should have landed the mails for India at Alexandria on that occasion; as if this had been done, the *Ceylon* might have started from Suez for Bombay three days earlier than she actually sailed.

I am, &c., Wm. Jas. Page.

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*The Secretary, General Post Office, London.*

*Packet Agency, Suez, 29th October,* 1874.

From the circumstance of the great delay that has taken place in the departure of the *Ceylon* for Bombay, and the *Surat* for Calcutta, to-day (the 29th), instead of on the 23rd instant, it would appear that if the *Surat*, before proceeding to Port Said, had landed the mails and passengers at Alexandria, the *Ceylon* for Bombay might have

left this last Monday, the 26th instant ; the passage of the Canal in winter is uncertain with regard to the time occupied, owing to the large number of vessels availing of it, and the season also is not so favourable, being more windy and foggy with shorter days ; so that, in the event of there being an available steamer at Suez *(which there should be)*, it may probably be found advantageous when the Southampton steamer does not leave Malta before midnight of Sunday, that she should come on to Alexandria before proceeding on to Port Said.

I have, &c., HENRY LEVICK.

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*From the Secretary, Peninsular and Oriental Steam Navigation Company, to the Secretary of the General Post Office.*

*London, 12th Nov.*, 1874.

I have the honor to acknowledge the receipt of your letter of 2nd instant (No. 146,214), calling attention to the delay which the Brindisi Mails for India suffered through the detention of the *Ceylon* at Suez until the arrival of the heavy mails on board the *Surat*, which had broken down in the Mediterranean, and requesting the Directors to suggest some rule for adoption in any similar case hereafter, to prevent the delay complained of.

I have also to acknowledge the receipt of your letter of 9th instant (594Z.), enclosing a telegram from the Director-General of the Indian Post Office on the same subject.

In reply, I am instructed, in the first place, to express the extreme regret of the Directors at the delay which has

arisen in this intance, owing to the accident to the screw of the *Surat*, and to assure you that they have given their best attention to the subject, with the view of laying down some rule to be followed in similar cases. They have, however, come to the conclusion that, in a service so complicated as that carried on by this Company, it would be impossible to make any regulation which would always operate to the advantage of the Mail Service, and they are strengthened in this view by their experience of the working of the arrangement for the despatch of the homeward mail steamers from Alexandria, after a certain interval with one mail only, when the other is late, which, in a recent case, resulted in the loss of the opportunity for reply to the important Australian and China Mails.

I am desired, therefore, respectfully to suggest that each case should be left to be dealt with here when it arises, as with the telegraph available, no delay need be caused by the adoption of this course, and I am to assure you that the first object the Directors have in view is the punctual and efficient performance of the important Mail Services entrusted to the Company, as evidence of which they might refer to previous instances of mishaps, when, to prevent inconvenience to the Mail Service, they have incurred expense and risk far beyond what they were bound to do under the provisions of the contract.

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*From the Secretary, Peninsular and Oriental Steam Navigation Company, to the Secretary of the General Post Office.*

*London, 12th Nov*, 1874.

I have the honor to acknowledge the receipt of your letter of 9th instant (No. 146,214), trans-

mitting copy of a report received from Mr. Levick Her Britannic Majesty's Packet Agent at Suez, expressing an opinion with reference to the recent accident to the *Surat*, that the vessel should have called at Alexandria for the purpose of landing the Indian Mails before proceeding to Port Said.

In reply, I am instructed to state that, inasmuch as one of the conditions of the recent arrangements for the adoption of the Suez Canal as the mail route was, that the *whole* of the heavy should be forwarded by that route, the Directors cannot consider that the Commander of the *Surat* would have been justified in proceeding to Alexandria to land the mails, in order that they might be forwarded by rail, and I am further to point out that the calling at Alexandria, the vessel being bound direct from Malta to Port Said, would have been a deviation from the prescribed course of the voyage which, if attended or followed by any accident to the ship, might have involved serious questions as to the liability for the loss arising from such accident.

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*From the Secretary, General Post Office London, to A. M. Bethune, Esq., Peninsular and Oriental Steam Navigation Company.*

17*th November*, 1874.

I have laid before the Post Master General your letter of the 12th instant, on the subject of the detention at Suez of the mails for India (Brindisi portion), in consequence of the accident which happened to the mail packet *Surat* before reaching Malta, and His Lordship has desired me to state, in reference to that communication,

that he is surprised and disappointed to find that the Directors of the Peninsular and Oriental Steam Navigation Company offer no excuse for not having despatched those mails without waiting for the *Surat*, when it became evident that that vessel could not arrive at Suez until so long after the time at which she was due.

It appears to the Post Master General that the fact that such a case was not provided for in the contract, made it the more necessary that the Company should exercise a wise discretion in obviating, so far as lay in their power, the serious injury which a detention for six days of the only important part of the mail must occasion to the people of India. His Lordship must, therefore, ask the Directors to furnish him with their observations on this point.

With regard to the steps to be taken, with a view of preventing a similar delay hereafter, the Postmaster General is of opinion that it would be better to lay down some general rule to be followed in such cases, and he must ask the Directors to be good enough to re-consider this point.

The establishment of such a rule need not prevent the Directors from addressing this office, and suggesting a deviation from it whenever circumstances may arise, rendering a special consideration of the course to be adopted necessary.

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*General Post Office, 2nd December,* 1874.

*To A. M. Bethune, Esq., Peninsular and Oriental Steam Navigation Company.*

With reference to my letter of the 9th ultimo, trans-

mitting copy of a telegram from the Officiating Director General of the Post Office of India, relative to the recent delay to the mails for India owing to the breakdown of the *Surat*, I am directed by the Postmaster General to transmit to you, to be laid before the Directors of the Peninsular and Oriental Steam Navigation Company, copy of a letter from the Indian Post Office, on the same subject.

I am to request that the Directors will be good enough to furnish Lord John Manners with their observations on Mr. Hogg's letter.

I have at the same time to refer to my letter of the 17th ultimo, to which I have not yet been favoured with a reply.

I am, &c., WM. JAS. PAGE.

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*From F. R. Hogg, Esq., Officiating Director General of the Post Office of India to the Secretary, General Post Office, London.*

*Calcutta, the 17th November,* 1874.

I have this day addressed you a telegram in the following terms :—

"Indian public indignant at detention till 29th of steamer timed to leave Suez for Bombay on 23rd October. Important Brindisi Mail kept waiting for comparatively unimportant Southampton Mail. Pray investigate."

2. No advice as to the cause of this delay has been communicated either to me or to the local authorities of the P. and O. Company; but if the public telegrams are

to be relied on, it would seem as if the detention of the Brindisi Mail in Egypt for nearly six days were due to the breakdown in the Mediterranean of the contract packet the *Surat*, with the mails from Southampton on board.

3. In a service like that of the P. and O. Company, organised by the Post Office Department, and subsidised primarily for the conveyance of correspondence, the subordination of other considerations to those of postal interests may fairly be expected. In the present instance, the convenience of the Post Office Department would obviously have been better served by the despatch from Suez of the Bombay steamer on the day she was timed to start (*viz.*, 23rd October), leaving the mails from Southampton, which, apparently, were about six days late, to be forwarded by the steamer of the ensuing week.

4. There is thus reason to apprehend that, in the present case, the interest of the Mail Service have been sacrificed to the comfort of the passengers concerned.

5. I trust that you will be good enough to intimate to me the result of your inquiries in this matter for communication to the public in this country.

*General Post Office, 8th December,* 1874.

*To A. M. Bethune, Esq., P. and O. Company.*

Adverting to my letters of the 9th ultimo and 2nd instant, respecting the delay of the mails for India, consequent on the breakdown of the contract packet *Surat*, on her voyage between Southampton and Alexandria, in October last, I am directed by the Post Master General to transmit to you, to be laid before the Directors of the Pen-

insular and Oriental Steam Navigation Company, copy of a letter from the Bengal Chamber of Commerce, protesting against the course adopted on this occasion of delaying the Brindisi portion of the mails for the arrival of the overdue steamer with the heavy portion of the mails, and I am to request that you will furnish me with the observations of the Directors on the statements contained in this letter.

I am, &c., WM. JAS. PAGE.

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*From Bengal Chamber of Commerce to the Secretary to Her Majesty's Post Master General, London.*

*Calcutta, 10th November,* 1874.

The Committee of the Bengal Chamber of Commerce desire me to express their thanks to Her Majesty's Post Master General for the reply to their representation regarding the revised contract with the Peninsular and Oriental Steam Navigation Company, which you have been good enough to communicate in your letter No. 468Z of the 8th September.

The Committee's object in addressing you on this occasion has reference to the detention at Suez for a week of the London Mails of 16th ultimo, forwarded per contract packet from Brindisi to Alexandria.

The reason assigned for this most unusual detention of the Express Mails is that the *Surat,* with despatches and passengers *viâ* Southampton, had broken down on her voyage, and that it was therefore expedient to forward them, without further delay, by the first opportunity, on her arrival at Alexandria or Suez, *viâ* the Canal.

That opportunity was apparently presented by the *Ceylon*, which was waiting at Suez to convey the Brindisi Mail to Bombay, but the Committee submit that this was a proceeding on the part of the Peninsular and Oriental Steam Navigation Company not justified by the terms or spirit of their contract, and that the detention of the Brindisi Mail on such grounds is indefensible.

The Company are bound by their contract to convey and deliver the mails *with all despatch*, but in this instance they would appear, by an arbitrary exercise of authority, to have ignored its provisions, and by a greater regard for their own arrangements, than for the requirements of a special contract service, exposed the public of India to inconvenience which has resulted by their departure from the strict performance of contract obligations.

On the lesser ground, also, of the personal disadvantages to passengers by the detained steamer, the Committee would invite the earnest attention of Her Majesty's Postmaster General to the circumstances under which they have been subjected to a vexatious delay in Egypt; and they desire to submit their emphatic protest against the action of the Peninsular and Oriental Steam Navigation Company, in respect of disregard of both public and private interests.

*From the Secretary, Peninsular and Oriental Steam Navigation Company, to the Secretary of the General Post Office.*

*London, 11th December*, 1874.

I have the honor, by order of the Directors, to acknowledge receipt of your letter of the 17th November,

stating that the Post Master General had expressed surprise and disappointment that the Directors of this Company had offered no excuse for not having despatched the Brindisi Mails for India from Suez without waiting for the *Surat* when it became evident that that vessel could not arrive at Suez until so long after the time at which she was due, that it appeared to the Port Master General that the fact that such a case was not provided for in the contract made it more necessary that the Company should exercise a wise discretion in obviating as far as lay in their power, the serious injury which a detention of six days of the only important part of the mails must occasion the people of India; also with regard to the steps to be taken with the view of preventing a similar delay hereafter, the Post Master General is of opinion that it would be better to lay down some general rule to be followed in such cases, but that the establishment of such a rule need not prevent the Directors from addressing your Office, and suggesting a deviation from it whenever circumstances may arise rendering a special consideration of the course to be adopted necessary.

I am further instructed to acknowledge the receipt of your letters of the 2nd and 8th instant, the former enclosing a letter from the Post Master General of Bombay, and the latter a communication from the Bengal Chamber of Commerce on the same subject.

It appears to the Directors that very considerable misapprehension exists regarding the facts connected with the *Surat's* accident and the attendant circumstances which caused the detention of the Brindisi mails at Suez.

The Directors would therefore respectfully refer to the

following extract from a communication which they addressed to the *Times* upon this point :

"The intelligence which the Directors had received regarding the movements of the *Surat* left them in no doubt that she would be repaired, so as to start from Malta on the 21st October, and that the *Ceylon*, which was to convey her mails and passengers from Suez to Bombay, would be enabled to leave Suez on the 26th (which would have been only three days behind time) while the latter steamer, by an extra consumption of fuel, might have been able to make up half this time, thus reducing the delay *en route* to a very small point, notwithstanding the accident referred to.

When an accident such as this occurs to a mail steamer, it is undoubtedly the business of the Directors, not only to consider that particular steamer, but all the other services which may be depending upon her, and to do the best in their power under all the circumstances.

If therefore the *Surat* had broken down fatally, the Directors would at once have despatched the *Ceylon* to Bombay, and would have made arrangements as soon as possible to place another steamer, instead of the *Surat* at Calcutta.

Or if the Directors could have foreseen the subsequent delay which occurred to the *Surat*, they would have requested the Post Master General's permission to despatch the *Ceylon* at once. But as the case stood, it appeared to the Directors that if they despatched the *Ceylon* without waiting for the *Surat*, they would then have to despatch another steamer to Bombay in about three days after the *Ceylon* with the Southampton mails and passengers, and

this arrangement, however desirable in some respects, would have had the effect of causing considerable disturbance in the Company's general programme. Such is the actual position of the *Surat*, and the terms of the contract did not seem to warrant.

This explanation the Directors trust will absolve them from the imputation conveyed by your letter of 17th November, of not having exercised due discretion in this case, more particularly as that remark is certainly at variance with the judgment given upon the same point in your letter of the 2nd ultimo, wherein it is stated that, "in the absence of any regulation on the subject, no blame is attributable to any one on this occasion."

As regards establishing some absolute rule to render the despatch of the Brindisi mails from Suez independent of the outward Southampton steamers in case of accident or delay, the Directors are most anxious to meet the views of the Post Master General to any practicable extent, but they see some difficulty, as the Southampton steamers are those which go to India, and not the steamers from Brindisi.

The Directors will therefore be glad if the Post Master General will take into consideration the general scheme of the Company's work under the schedules provided by the contract, and inform the Directors what steps he would consider practicable and satisfactory to provide against accident or delay to the outward Southampton steamers this side of the Isthmus of Suez.

*From the Secretary, General Post Office, to A. M. Bethune, Esq., Peninsular and Oriental Steam Navigation Company.*

16*th December*, 1874.

I have laid before the Post Master General your letter of the 11th instant, in which you state that the Directors of the Peninsular and Oriental Steam Navigation Company see difficulty in establishing an absolute rule to render the despatch from Suez of the Brindisi portion of the Eastern mails independent of the steamer from Southampton in the case of the non-arrival of that steamer in due course through some accident, and that they will be glad if the Post Master General will inform them what steps he would consider practicable and satisfactory to guard against delay.

In reply, I am directed to request that you will state to the Directors that the Post Master General must decline to recommend any particular course for adoption, as he considers that the obligation rests with the Company to provide a remedy in such cases.

I am at the same time to observe that the Post Master General notices with regret the slight importance the Directors appear to attach to the long delay which occurred through the break-down of the Packet *Surat*, and their apparent disinclination to guard effectually against its recurrence.

His Lordship cannot but apprehend that unless the Directors give some more satisfactory assurance for the

future prompt transmission of the mails, public opinion will not be with them when any question connected with their contract may next be discussed.

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*From the Secretary, General Post Office, to A. M. Bethune, Esq., Peninsular and Oriental Steam Navigation Company.*

*London, 22nd December*, 1874.

Referring to my letter of the 16th instant, and previous correspondence respecting the delay which occurred in despatching the contract packet *Ceylon* from Suez with the mails for Bombay in October last, I am directed by the Post Master General to transmit to you to be laid before the Directors of the Peninsular and Oriental Steam Navigation Company the enclosed copy of a letter on the same subject, which has been received by this department from the Bombay Chamber of Commerce, and I am to request that you will be good enough to furnish His Lordship with their observations thereon.

I am, &c., WM. JAS. PAGE.

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*From Bombay Chamber of Commerce to Secretary to Her Majesty's Post Master General, London.*

*Bombay 30th November*, 1874.

I have the honor, by direction of the Committee of the Bombay Chamber of Commerce, to address you on the subject of the detention at Suez for six days of the Peninsular and Oriental Company's contract steamer the *Ceylon* with the English mails of the 16th October.

These mails left Brindisi on the 19th; they reached Suez, and were on board the *Ceylon* early in the morning of the 23rd idem, the day on which the steamer was advertised to leave the latter port. But after the mails were on board, and the vessel ready to put to sea, she was detained at Suez for six days, until the arrival of the Peninsular and Oriental Company's S. S. *Surat*, which was bringing the Southampton mails and passengers, and which had broken down off Malta.

While the *Surat* was passing through the Canal, more delay occurred, and her mails were sent on board the *Ceylon* by means of a tug on Wednesday evening, the 28th, before 6 o'clock; but the passengers did not arrive until 5 o'clock A. M. of the 29th, after which the *Ceylon* left Suez for Bombay. The contract stipulates that the vessel shall immediately after the mails are embarked put to sea. In this case the *Ceylon* was delayed twelve hours after the Southampton mails were on board, until the arrival of the passengers by the *Surat*, so that the Company were permttted to subordinate the Eastern mail service to the convenience of their passenger traffic.

The Peninsular and Oriental Company apparently consider that they are not bound to maintain a separate weekly mail service between Brindisi and India, but only between Brindisi and Alexandria, that the distance from Suez to Bombay forms part of the Southampton service, which is still the main line, and that the Brindisi service, which, however, is of infinitely greater importance to the public, is subordinate to and dependent upon it.

The Committee of the Chamber understand, they con-

sider, that the agreement exempts the Company from the payments of penalties for detentions of the Brindisi mails in Egypt until the Southampton mails arrive, if the latter are delayed from damage to the vessel or its machinery, so that similar detentions to the one now complained of may be calculated upon when the Southampton steamer happens to break down, and when it does not suit the Company to send on a separate steamer from Suez with the Brindisi passengers only.

The Committee of this Chamber wait with much interest to learn if this interpretation of the terms of the contract is that also entertained by Her Majesty's Post Master General; and should it prove to be so, they can only express their regret that an agreement so entirely overlooking the interests of this Empire was ever entered into. Should, however, the Post Master General consider that the terms of the contract give him the power to enforce the penalties which are said in his Memo. of 1st August 1874, appended to the agreement to be "made absolute," the Committee of the Chamber trust that he will not fail to do so, as a warning to the Peninsular and Oriental Company not again to subject the entire Eastern mail service with which they are entrusted to the convenience of their other arrangements.

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*From the Secretary, Peninsular and Oriental Steam Navigation Company, to the Secretary of the General Post Office.*

*London, 23rd December,* 1874.

I have the honor to acknowledge the receipt of your letter of the 16th instant (No. 655Z), in which the

Post Master General declines to recommend any particular course to guard against delay of the Brindisi mails, in the case of accident to the Southampton steamer, as he considers that the obligation rests with the Company to provide a remedy in such cases.

You further observe that the Post Master General notices with regret the slight importance the Directors seem to attach to the long delay which occurred through the break-down of the packet *Surat* and their apparent disinclination to guard effectually against its recurrence, and that His Lordship cannot but apprehend that unless the Directors give some more satisfactory assurance for the future prompt transmission of the mails, public opinion will not be with them when any question connected with the contract may next be discussed.

In reply, I am desired by the Directors to express their extreme regret that in a matter of such importance to the public, as well as to this Company, the Post Master General should attribute to them any indifference, and they beg respectfully to disavow any feeling of this kind, being assured that neither the present correspondence nor the general conduct of the mail service will support such a construction.

As the Directors understand the case, the Post Master General expects that an absolute rule should be established for the despatch of the Brindisi mails from Suez, independent of the arrival of the Southampton steamer in case of accident to the latter,—an arrangement not included in the working of the contract.

The Directors have stated and reiterated their willing-

ness to act to the best of their power and judgment in the event of such accident occurring, and they have already given earnest of their zeal in this respect by despatching the *Sumatra* to carry on from Suez without the slightest delay the Brindisi mails which should have been conveyed by the *Lombardy*, that steamer as you are aware having had her decks swept in a gale at the entrance of the Bay of Biscay, and having been compelled to return to Southampton for repairs.

But the Post Master General still desires some absolute rule to be fixed in such cases, and the Directors perceiving some difficulty in rendering such a rule consistent at all times and in all cases with the general working of the service, have, with the view of complying with the Post Master General's wishes, as far as possible, naturally requested to be informed what His Lordship would consider a practical and satisfactory rule in this respect.

In placing the matter in this light, the Directors do not entertain a narrow or literal view of their obligations in connection with the mail service ; but in arranging such points, the Directors have also great commercial interests to consider which, though not embodied in the contract, certainly form the basis upon which it rests.

While therefore the Directors are quite prepared to make such arrangements for the advantage of the public service as may be practicable, and desire most anxiously to meet the views of the Post Master General, they must venture to express a hope that if the Company is called upon to perform additional services in order to meet these requirements, they may look for some reciprocal considerations from the Post Master General.

*From the Peninsular and Oriental Steam Navigation Company to the Secretary of the General Post Office.*

*28th December*, 1874.

I have the honor to acknowledge the receipt of your letter of the 22nd instant (No. 176-221), enclosing copy of a letter on the subject of the delay in despatching the contract packet *Ceylon* from Suez with the mails for Bombay in October last, which has been received by your department from the Bombay Chamber of Commerce, and requesting that the Directors will furnish the Post Master General with their observations thereon.

In reply, I am desired by the Directors respectfully to refer to their letter of the 23rd instant on this subject, which renders any further observations from them at present unnecessary.

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*From Secretary General Post Office to Secretary P. and O. S. N. Company.*

*28th December*, 1874.

The Post Master General has directed me to acknowledge the receipt of your letter of the 23rd instant, and to inform you that, regarding it as the final answer of the Directors of the Peninsular and Oriental Steam Navigation Company to his reiterated request that they would take steps for preventing hereafter any delay of the mails for India, such as occurred in October last, owing to the accident which happened to the *Surat* on her voyage from Southampton to Port Said.

His Lordship proposes to send to the Director General of the Post Office of India and to the Bengal and Bombay Chambers of Commerce copies of the correspondence which has taken place on this subject between this department and the Company.

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*From Bengal Chamber of Commerce to Secretary to H. M. Post Master General, London.*

*Calcutta*, 12*th Feby.*, 1875.

The Committee of the Bengal Chamber of Commerce desire me to acknowledge the receipt of your letter No. 676Z of the 1st January, and to express their obligations to Her Majesty's Post Master General for the action taken in the matter of their representation of 10th November last and for His Lordship's communication in reply.

The entire correspondence has been published for general information.

While the Committee receive with regret the announcement that the Post Master General had failed to obtain from the P. and O. Company satisfactory assurances for the adoption of prompt and efficient measures to prevent, for the future, any detention of the Brindisi portion of the mails for India, they feel satisfied that the gravity of the circumstances submitted by them in behalf of the interests of the commercial and general community of this Presidency has had His Lordship's careful regard, and that it will not be forgotten, nor without its due influence, when the Company's contract service comes again under revision by Her Majesty's Government.

## Abuses in the Suburban Canal Department.

The following correspondence discloses the result of the action taken by the Committee regarding the illegal exactions levied by subordinates of the suburban canal department. It was represented that laden boats were frequently detained for several days in the canal, and allowed to pass through only on payment of unauthorised fees to the native official in charge of the Chitpore lock; and an instance of compulsory detention and subsequent release on payment of the illegal demand was submitted as an illustration of a system under which public traffic was obstructed by corrupt officials.

The matter was promptly investigated by Government; and the following letters communicate the result of the inquiry, which, the Committee hope, will tend in a great measure to check, if it will not altogether extinguish, the nefarious practice complained of.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 20th November*, 1874.

The Committee of the Chamber of Commerce have received a representation which discloses so great an abuse in the Suburban Canal Department, that they are compelled to bring it to the notice of Government.

The Committee's informants state that they have been getting down some jute from Serajgunge by native boats, and on their arrival at Chitpore in the canal, it was found that they remained there for 4 or 5 days, the boatmen declaring they could not get through without paying a gratuity of 4 Rupees to the darogah in charge of the lock. A European assistant was sent to enquire into the matter, and the Baboo flippantly said that 5 days was no time to speak of for a boat to wait, as there were many that had been in the canal a fortnight. Seeing how matters stood a marked note was sent, out of which a levy of 2 rs. 2 as. for each boat was taken, and the boats were passed through *at once.*

The matter was reported to the Superintendent, Mr. Galiffe, who declined to do anything, leaving it to the parties interested to prosecute the darogah if they pleased. They have done so, and the case is in the hands of the Deputy Commissioner of Police, by whom the darogah has been arrested.

Upon the facts thus placed before the Chamber, the Committee can form no other conclusion than that an audacious system of extortion, unchecked by supervision or by efforts to facilitate the transit of boats and merchandise anxiously waited for by consignees, is carried on, and the passage of traffic through the canals made dependent on a compulsory payment of illegal exactions.

If applied to the number of boats daily passing through the canal, the abuse, thus illustrated, involves a loss to trade of considerable magnitude, and bribery and

corruption would appear to be the substitutes for diligent and honest discharge of public duties.

The Committee are confident that His Honor the Lieutenant-Governor will not fail to protect the trade of the port against this nefarious practice, and cause its immediate extinction by a severity of condemnation proportionate to its gravity and the interests affected by it.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcuttà, 23rd November*, 1874.

I am directed to acknowledge the receipt of your letter dated 20th November 1874, and in reply to state for the present information of the Committee of the Chamber of Commerce that the Commissioner of the Presidency Division has been requested to make an early and thorough enquiry into the abuses complained of, and that on receipt of the Commissioner's report, His Honor will again address the Chamber on the subject.

2. I am to add that the Lieutenant-Governor is much obliged to the Chamber for having brought the circumstance of these complaints to his notice.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 12th February*, 1875.

In continuation of my letter No. 2348, dated 23rd November 1874, I am directed to forward for the infor-

mation of the Committee of the Chamber of Commerce, the accompanying copy of a letter* from the Board of Revenue, and of its enclosures, showing the result of the enquiry instituted into the alleged abuses in the Suburban Canal Department brought to notice in your letter dated 20th November last.

* No. 43B, dated 26th January, 1875.

2. The failure of justice that has apparently attended the prosecution in this case is much to be regretted, and the Lieutenant-Governor cannot absolve Mr. Galiffe entirely from blame for the inaction and want of judgment he displayed. But Mr. Galiffe is a tried and valuable servant of Government who for many years has conducted his duties as Collector and Supervisor of the canals in a very efficient manner, and he will shortly retire from the service upon a pension which he has well earned.

3. The careful attention of the Commissioner will be drawn to the need of strict supervision of the canal administration under Mr. Galiffe's successor, and His Honor trusts that with the co-operation of the public—without which, as Lord Ulick Browne has pointed out in the concluding paragraph of his letter, it is impossible to completely check malpractices—the exaction of speed-money may to a very great extent be checked and abolished.

4. I am to add that the Lieutenant-Governor has issued orders directing that Chunder Nauth Mitter, the Toll Darogah at Chitpore, should be removed from his appointment.

*Board of Revenue, L. P., to Govt. of Bengal.*

*Calcutta, the 26th January*, 1875.

I am directed to acknowledge the receipt of Government Order No. 2349, dated 23rd November last, respecting certain alleged abuses in the Suburban Canal Department, brought to notice by the Bengal Chamber of Commerce, and in reply to submit, for the information of Government, the accompanying copy of a report* with enclosures, from the Commissioner of the Presidency Division on the subject.

* No. 22RC., dated 30th December, 1874.

2. The delay in answering the Government Order above cited is owing to the desire of the Member in charge to hear what Mr. Galiffe had to say in the matter. Mr. Galiffe does not write good English, and the Member in charge doubted whether, in his letter to the Commissioner, he meant quite what the Commissioner understood.

3. Mr. Money has seen Mr. Galiffe and inspected the correspondence between him and Messrs. Anderson, Wright & Co., and the canal books. He has also seen the Police Inspector. The following are the facts :— On 29th October last, Mr. Galiffe received a letter from Messrs. Anderson, Wright & Co., complaining of the detention of two of their boats ; but no details were given in that letter. Mr. Galiffe assures the Member in charge that he answered Messrs. Anderson, Wright & Co., by post, asking for details, but that they never

received the letter. Mr. Galiffe made enquiries, but in the absence of information as to the names of the manjees and the number of the tickets, discovered nothing. On the 4th November last, an Assistant of Messrs. Anderson, Wright & Co., called and stated that a bribe demanded had been paid by a marked note; to whom he did not know. Mr. Galiffe wrote asking for the number of the note in question, and recommending also that the number should be given to the police, in order that they might communicate with the different poddars.

4. On the 6th November 1874, Mr. Galiffe heard from Messrs. Anderson, Wright & Co., that the note had been made over to one Brindabun Bulloram Mozoomdar, who had given it to the Chitpore Darogah (Canal Department) before certain witnesses, who were manjees and churrandars of the detained boats. Messrs. Anderson, Wright & Co., also requested that the Government would prosecute. Mr. Galiffe thereupon wrote the following letter:—

"FRIDAY, *6th November*, 1874.

"MESSRS. ANDERSON, WRIGHT & Co.,

"GENTLEMEN,—Yours of the 5th was made over to me this morning and in reply beg you will at once send me the young man who called here the other day with *two* eight-anna stamped papers: on one *you* write—'The bearer of this, Mr.————————, is one of our Assistants, and authorized by us to apply for summons against one Brindabun Bulloram Mozoomdar and Chunder Nauth

Mitter, Darogah of Chitpore, toll station, the former under sections 162 and 163 of Penal Code, and the latter under section 161 of Penal Code, and sign it in full.' The other papers I will show the young man how to fill up. These cases under the Code of Criminal Procedure are all summons cases, and therefore the Magistrate will have to issue summons, to be served on the parties by the local police. As soon as done, I will apply to Government for one of the Government pleaders to prosecute, but you will have to make over the case to one of the court pleaders: such is the custom in the 24-Pergunnahs. If it was a police case, where the parties could have been arrested and brought at once before a Magistrate, much trouble would have been saved, and Government would at once prosecute.

"Better send also one of the men who saw the note paid to the first defendant and also received by the last, as the Magistrate will require to take one or *two* depositions before issuing summons."

Mr. Galiffe also called upon Messrs. Anderson, Wright & Co. for the purpose of rendering them any help he could, and then learnt from them that they had lodged a complaint with the police on the previous day.

5. On the evening of the same date (6th November 1874) Mr. Galiffe heard from Messrs. Anderson, Wright & Co. that they declined to prosecute. On the 7th the Canal Inspector at Chitpore made an entry in his book that he had heard "that the Inspector of Chitpore thana was ordered by the Deputy Commissioner of Police

to make some enquiries regarding a complaint made by some gentleman of extortion on the canals at Chitpore," and he asked if he was to assist the police. On the 8th this book came before Mr. Galiffe, who ordered every information the police asked for to be given. On the 9th when Mr. Galiffe heard of the arrest of his darogah by the police, he suspended him.

6. The facts therefore are, that up to 4th November 1874, the only complaint was of detention, and as no details were given, Mr. Galiffe was unable to ascertain the truth. He went himself to the canal, and saw that all boats present were passed through the canal which could be passed through. On the 4th November 1874, he was told of the bribe, and on the 4th and 5th idem, he asked for details. These he obtained on the 6th November 1874.

7. The question then is whether, at this stage he should have taken up the prosecution himself, or whether he acted rightly in contenting himself with giving every assistance to Messrs. Anderson, Wright & Co. to enable them to prosecute? The Member in charge thinks that Mr. Galiffe acted rightly. It must be borne in mind that he could not have prosecuted without first making a local enquiry to satisfy himself of the truth of the charge. This would have taken time. The bribe was said to have been given on the 29th October, and eight days had been allowed by Messrs. Anderson, Wright & Co. to elapse before giving Mr. Galiffe the name of the man to whom the bribe had been paid. Clearly, then, the quickest course on the 6th of November was for

Messrs. Anderson, Wright & Co. to prosecute on the strength of the evidence of their men, whose statements they had heard. But when on the evening of the 6th November 1874, Mr. Galiffe had ascertained that Messrs. Anderson, Wright & Co. were unwilling to prosecute, then, Mr. Money considers, he should have taken up the investigation himself with a view to a prosecution, if satisfied after enquiry that his subordinate was guilty. Mr. Galiffe states that he refrained from doing so because he had been told, on the morning of the 6th, that a complaint had been made to the police, and that he thought it unadvisable to interfere while the police enquiry was going on.

8. As it is apparent from Mr. Galiffe's letter of 6th November 1874, quoted above, to Messrs. Anderson, Wright & Co., that he was quite willing to assist in proceedings against his subordinate, Mr. Money does not attribute his inaction after that date, *i. e.*, during the 7th, 8th, and 9th November 1874, to anything more than want of judgment. But unquestionably he was remiss. He made no enquiries to find out what the police were doing, but was content to leave matters in their hands; whereas it was his duty to offer to assist them and to watch their proceedings. After the 9th November 1874, when the police case was ripe, there was nothing left for him to do.

9. The complaint of the Chamber of Commerce refers to Mr. Galiffe's action before the 7th November 1874. It appears to Mr. Money that the facts are not correctly represented by the statement that Mr. Galiffe "declined

to-do anything, leaving it to the parties interested to prosecute if they pleased." Mr. Galiffe, thinking the best course would be for Messrs. Anderson, Wright & Co. to prosecute, did all he could to help them, as shown by his letter. Mr. Money does not see that, up to this point, Mr. Galiffe was at all to blame, though afterwards he showed a lack of proper zeal.

*From Commissioner of the Presidency Division to the Board of Revenue, L. P.*

*Calcutta, 30th December*, 1874.

I HAVE now the honor to report on the subject of the Government endorsement No. 2347 of 23rd November, 1874, forwarding to me for enquiry and report, a copy of a letter from the Secretary to the Chamber of Commerce, Calcutta, complaining of the detention of a boat in the Calcutta canals, and of extortion on the part of a canal subordinate officer.

2. The matter was taken up by the Deputy Commissioner of Police, who prosecuted the toll darogah before the Deputy Magistrate of Sealdah, Rajah Harendra Krishna. I sent for the record of the case and find that the accused was discharged by the Deputy Magistrate in consequence of discrepancies in the evidence both as to the detention of the boat and the payment of the speed money. Rajah Harendra states in his decision that he has no hesitation in saying the money was paid, but that he cannot, with confidence, say that the accused received

it. I am not quite sure that a conviction would not have stood in appeal, notwithstanding the discrepancies; but it is a fair case for difference of opinion in a judicial matter, and I am far from saying I think the decision wrong.

3. In Mr. Wood's letter to Government he states that Mr. Galiffe, the Collector of Tolls, declined to do anything in the matter on its being reported to him. As I received, almost simultaneously with the Government communication, a letter from the Collector, reporting that a charge had been made, and that he had suspended the darogah, I requested the Secretary to the Chamber of Commerce to favor me with the authority for the statement made in the letter to Government. In reply, Mr. Wood sent me a copy of a letter, dated 8th December 1874, from Messrs. Anderson, Wright & Co, the owners of the boat, a copy of which letter I enclose.

I then sent the letter to Mr. Galiffe, requesting him to explain why he said on November 6th, that he could not take up the case, and to state whether he did or did not himself, on hearing of the accusation, make a full enquiry into the matter; and, if not, why he did not do so. I further enquired whether it was correctly stated that he sat beside the counsel for the accused, his subordinate; and, if so, why he did anything implying sympathy with him when on trial on such a charge.

4. I enclose a copy of Mr. Galiffe's reply, No. 258, dated 22nd December 1874, with enclosure. As regards

the second point, *viz.*, his action towards the accused when on trial, the letter seems sufficient; but I consider the explanation on the first point very unsatisfactory. It will be observed that Mr. Galiffe is so ignorant of the duties of an officer in his position, that instead of instituting in his executive capacity an enquiry into the matter immediately it was reported to him, he did nothing at all, leaving Messrs. Anderson or some one else to prosecute if they thought fit, and that the reason he gives for this is, that a criminal charge embracing the offence with which the darogah was accused, can only be dealt with by a Magistrate. Mr. Galiffe, therefore, has no idea that it is his duty in his executive capacity, to enquire into such charges against his subordinates without waiting to see whether a criminal prosecution will be instituted by some one else or not, and that, if he finds good grounds for the accusation, that it is his duty to institute such a criminal prosecution if no one else does.

5. In connection with another case, *viz.*, that of taking up land at Chitpore for the Eastern Bengal Railway Company, I felt obliged to observe that Mr. Galiffe was past his work. The present case seems to me to put this beyond a doubt. He tells me it is his intention to retire on pension directly he is entitled to it which will probably be in June 1875, and I think this should be insisted on.

6. As regards the darogah, though I have no doubt as to his guilt, and should myself wish to see his services dispensed with, the invariable (as I believe) policy of the Board, and the usual policy of Government in cases

in which a criminal prosecution takes place, is that if the accused is acquitted in court he is not removed from his appointment. If that course is to be taken in this case, then I think the darogah should be compelled to retire as soon as he is entitled to any pension, and in the meantime I propose to remove him to some other post on the Nuddea river; but as I do not think there is any post there on the same salary as he now draws, it is a question assuming Government to decide not to dispense with his services, whether he is to remain where he is, or be transferred on a lesser salary, if no post or emoluments equal to those he now enjoys be found to exist in the Nuddea rivers' office.

7. With regard to the general question, I do not believe that the passing of speed money will ever be entirely prevented in the Calcutta canals as long as boat owners prefer to pay a small fee in preference to being detained and to complaining and incurring the trouble and loss of time of sustaining a charge before the Collector of Tolls or a Magistrate. If every boat owner would do as Messrs. Anderson and Wright have done, it would be much easier to put a stop to this petty extortion; but no other case has been brought to notice during the past two years, though I am confident that in a very large majority of cases speed money is paid as a matter of course. Moreover, it is not to be supposed that no other form of money-making is ever resorted to, and more than one of the canal subordinates are stated to live in a style that is not to be accounted for by their salaries. The matter is one that has by no means escaped my attention.

*From Messrs. Anderson, Wright & Co. to Secretary of the Chamber of Commerce.*

*Calcutta, the 8th December*, 1874.

In answer to yours of yesterday, we wrote to Mr. Galiffe on the 29th October, telling him that our boats were detained by the Baboo, and got no answer. We sent our assistant to see him and give him all details on the 4th. On the 5th we got a memorandum from him, enquiring the number of the note given as a bribe, and replied thereto, at the same time suggesting that Government take up the case, and that we would furnish all the evidence in our power. Mr. Galiffe himself brought his reply to his letter on the 6th, explaining that he could not take up the case, but that we must do it and bear the expense, unless the case were made a public one. Seeing that the prosecution was going to be an expensive matter, we wrote to him on the 6th that we were not going to prosecute. On the 9th Mr. Lambert wrote that he had taken the matter up, having heard of it through the Chitpore division, and that he would make a police case of it, but we had still to provide our own lawyers, though we informed Mr. Galiffe at once that the case had been made a police one. In his letter of the 6th he mentioned that in that case Government would prosecute. At 5 P. M., on the 9th, the darogah was suspended by Mr. Galiffe, he having been in custody and released on bail at that time. The case occupied four days, our lawyers prosecuting and Mr. Galiffe sitting most of the time beside defendant's counsel, and certainly rendering us no assistance.

*From Collector and Supervisor, Calcutta Canals, to the Commissioner of the Presidency Division.*

*Dhappa, 22nd December*, 1874.

I HAVE the honor to acknowledge the receipt of your letter No. 104RC., dated 17th instant, with correspondence, including a letter from Messrs. Anderson, Wright & Co, to the Chamber of Commerce, dated 8th instant. In reply to your inquiry, why I could not take up the case against Chunder Nauth Mitter, toll darogah of Chitpore, charged with receiving an illegal gratification, I have the honor to inform you that I have no authority to act in the matter. Section 161 of the Criminal Procedure Code distinctly rules that such a charge can only be dealt with by a Magistrate, who can direct the issue of a summons for the attendance of the accused.

2. On receiving a letter from Messrs. Anderson, Wright & Co., dated 5th November, requesting that the Government should take up the prosecution, I wrote them in reply stating clearly what course they should follow, and, to save time, took my letter to them in person on the following day (Friday), and left them with the understanding that their assistant, Mr. Lees, was to meet me the next day at noon at the Sealdah Magistrate's Court, to give his deposition preparatory to the issue of a summons. On the evening of the same day I received a letter from them declining to take any further steps in the matter, and thanking me for the

assistance already rendered from me ; a copy of the letter is enclosed.

3. On the 9th I received information at 5 P.M., of the arrest of the toll darogah, charged by the police with "wrongful restraint" under Section 341, which authorises arrest without a warrant, upon which I at once suspended my darogah. Later in the evening I received a letter from the firm, intimating that as the matter had now been taken up by the police, they would prosecute, and that the case would come on for hearing at the Sealdah Court the next day at noon.

4. On the 10th I attended the Court to watch the case, and was offered a seat on the bench, which I availed of. The evidence of four witnesses was taken, and the case postponed to the 17th. In the meantime I received a subpœna from the Court to attend and produce the toll books and other information. I accordingly attended, and there being no seat available on the bench, I occupied a chair between the counsel both for the prosecution and the defence : there was no room for another. The case was further postponed till the 25th, when I occupied the same seat and the charge of wrongful restraint was dismissed. The termination of this case rendered my further attendance unnecessary; and although the charge against the accused, for receiving an "illegal gratification," was postponed to the 1st December, I did not attend. I deny showing any sympathy with the accused; and had not the charge of "wrongful restraint" been preferred, I should not have attended at all voluntarily.

*From Messrs. Anderson, Wright & Co. to the Collector and Supervisor, Calcutta Canals.*

*Calcutta, the 6th November*, 1874.

We find we cannot spare the time to go into this case; and with all this trouble and uncertainty before us, we might find, perhaps, on reaching the end, that it was time, trouble, and money lost. We are very thankful for your trouble and explanations, and will not forget to follow your valuable hints if we ever have occasion to be put into the severe position again.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 22nd February*, 1875.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letters No. 2348 of 23rd November last, and No. 358 of 12th instant, and to express their obligations to His Honor the Lieutenant-Governor for the inquiry instituted into the circumstances brought to notice in connection with the canal administration.

The prompt and careful investigation made by the Commissioner for the Presidency Division has led to the results your letter communicates, and which the Committee regard completely vindicating their representation in the matter; and although it is almost hopeless to look for the extinction of a practice so well understood and con-

ducted by native subordinates in the Canal Department, the Committee trust, that the abuses complained of may be materially checked by the publicity of the case and the measures which have been taken by Government.

As additional means to that end it appears to the Committee that the following plan may be usefully introduced, and it is submitted for the Lieutenant-Governor's consideration.

On the entry into the Canal, at Bamunghatta, of a boat purposing to proceed to the river through the lock at Chitpore, the manjee in charge should be furnished with a ticket *in duplicate*, stating—with the usual particulars of cargo, maundage, &c.—the amount of toll paid, the names of the manjee and his consignee (European and Native) and date of entry into the canal: one ticket to be delivered on passing through the Chitpore lock, and the other to be kept by the manjee. With that in his possession the manjee will be able to satisfy his employers both as regards money paid on this account and the time occupied in passing through the canal, and, in case of need, to produce it in evidence against compulsory detention and to frustrate any designed failure of justice.

The Canal books should be properly bound and paged with consecutive numbers, in order to detect at once any abstraction or temporary removal or substitution of entries; and the use of common *khattahs* (which can be easily tampered with) should be discontinued.

With these and other precautionary means, which may be suggested by the experience of the Canal Superinten-

dent, irregularities would be less frequent and investigation made with less difficulty than under the present system.

In closing their reply the Committee direct me to add that they had no desire to judge of Mr. Galiffe's proceedings with an undue degree of censure, but they trust the result of this enquiry will be brought prominently to the notice of his successor and induce him by every means in his power to put a stop to the illegal exactions of the canal subordinates directly under his control.

## Proposed official testing and verification of English weights.

The last half-yearly report contained the Committee's letter to Government on this subject, and the annexed reply communicates the result of their reference. When they addressed the Government the Committee were not aware that the Act under the provisions of which they suggested the verification of weights had been disallowed by the Secretary of State, whose veto was announced in the Legislative Council but not published in any special Resolution, as stated in the reply from the Government of Bengal: the fact was consequently overlooked.

The Committee hope however that this important subject will receive the consideration of Government, and that the defective system which

now prevails will be displaced by some well organised plan for the exclusive use of standard weights issued by authority.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 25th January,* 1875.

I am directed to acknowledge the receipt of your letter dated 26th June last, representing that in the Presidency Towns of India, the use of English weights is almost as common as that of India; that they are not only extensively used in the purchase and sale of country produce, but are recognized and employed by the Government itself in levying Customs duties and in official records; that the weights at present in use in the native bazaar of Calcutta are defective and conform to no standard whatever; and finally suggesting that all weights current therein, and in ordinary commercial use in Calcutta, should be officially tested every six months; and that for this purpose Government should appoint an Inspector of weights under Act XI of 1870, for giving an official stamp of verification to such weights.

2. In reply, I am to explain that by Act XI of 1870 the kilogram and metre were to be the only recognized standards of the country, and that no provision exists therein for the testing of any other weights and measures; but that the Act itself was disallowed by Her Majesty's Secretary of State, and notification of the fact published by the Government of India in its Resolution of 16th August 1871. The only Act at present on the Statute Book, for regulating the weights and measures

in use in British India is Act XXXI of 1871, under which the new *Ser* or kilogram is made the standard. This Act, however, has not been brought into force, nor have any wardens as yet been appointed under it, as its provisions cannot be applied until standard weights, in sufficient numbers for the working of the Act, have been received from Her Majesty's Secretary of State, who has been asked to make arrangements for supplying them.

3. I am further to observe that, while the Lieutenant-Governor recognizes and regrets the inconveniences which the mercantile community suffer from the confusion of weights and measures throughout the country, the evil is one that admits of gradual remedy only, and that were Government to attempt to officially verify all the measures and weights now in use therein, such a course might even tend to the duration of the evil. With the receipt from England in sufficient number of the standard *Ser* weights prescribed under Act XXXI of 1871 as the future standard of the country, His Honor hopes that steps may be taken to substitute it for the variety of weights now in use, and he is sure that in so doing, the Government may count upon the co-operation of the Chamber.

4. In regard to the state of matters in Bombay, I am to enclose herewith copy of a correspondence that has passed on the subject between the Government of Bengal and the Government of that Presidency.

*From Government of Bengal to Govt. of Bombay.*

*Calcutta, 28th July,* 1874.

I am directed to forward herewith copy of a letter dated 26th June 1874, from the Bengal Chamber of Commerce, requesting that steps may be taken by this Government for testing the correctness of the English weights in use in the Calcutta bazar, and to ask that, with the permission of His Excellency the Governor in Council you will be good enough to inform the Lieutenant-Governor what measures, if any, have been taken by the Government of Bombay in this direction.

*From Government of Bombay to Government of Bengal.*

*30th September,* 1874.

I am directed to acknowledge the receipt of your letter No. 2160, dated the 28th July last, with enclosure, from the Bengal Chamber of Commerce, and in reply to annex copies of reports from the Commissioner of Police, Bombay, Nos. 1867 and 2016, dated respectively the 29th ultimo and 16th instant, from which it will be seen that the practice of stamping weights and measures in this city is one authorized by custom rather than law.

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*Memo. by F. H. Souter, Esq., Commr. of Police.*

*Bombay, the 29th August,* 1874.

The undersigned has the honor to report that the provisions of Act XI of 1870 have not been extended to

Bombay, and that the Indian seer of 2·205 pounds avoirdupois, although to some extent used by the Bombay Customs and Railways, is not current in the city.

2. The weights and measures in current use here are those of the local system based on the Bombay seer of 11¼ ounces avoirdupois; but the imperial weights and measures of England are also largely used.

3. Under the provisions of section 17 of Act XLVIII of 1860, standards of the weights and measures in common use in Bombay, including those of the imperial pound and gallon, &c., are kept in the office of the undersigned, by whom they were received from the Clerk of Markets after the passing of Act XIII of 1856.

4. There is no law in force here authorizing the verification of weights and measures, but the practice of adjusting and stamping them is of very old standing. It is incidentally alluded to at page 281 of Anderson's "English in Western India," edition 1856, and seems to have been founded on an order issued by the Government of Bombay in the year 1724.

5. The adoption of a unform system of weights and measures throughout British India is no doubt most necessary and urgently required, and will not only facilitate and simplify commercial operations, but will go far to check the fraud and corruption now largely practised with comparative impunity all over India for the want of such a system.

*Memo. by F. H. Souter, Esq., Commr. of Police.*

*Bombay, the 16th September,* 1874.

The undersigned presents compliments to the Acting Under-Secretary to Government, and in reply to that officer's Memorandum No. 2668 of the 14th instant, begs to state that weights and measures in current use in Bombay are, when sent to this office for that purpose, tested with the standards, and if found correct, are stamped with the date of the year, &c., in verification thereof.

2. The weights and measures so tested are the Bombay seer and its fractions and multiples, and the English imperial pound and gallon and their fractions and multiples.

3. It is not compulsory on any one in Bombay to have his weights and measures tested under pain of prosecution, although it is the rule almost without exception for shop-keepers and others, as a measure of precaution, to send weights and measures to this office from year to year, in order that they may be tested and verified.

4. The fees charged for testing and stamping weights and measures are as follows :—

For Furrah measures, 4 annas each.

For all other weights and measures, 1 anna each.

## Publication of ships' manifests in daily import lists.

The proposal contained in the following letter from the Officiating Collector of Customs was submitted to members for the record of their opinions on the subject, and from the reply given by the Committee it will be seen that a desire was generally expressed for the continued publication of ships' manifests in the daily import lists, which has been complied with.

*From Collector of Customs to Chamber of Commerce.*

*Calcutta, 25th November*, 1874.

I have the honor to request the favor of your obtaining for me the opinion of the Chamber of Commerce on the following subject.

2. From the commencement of publication of the Daily Import List it has included in detail the manifests of vessels entered at the Custom House. The shape, however, in which the particulars of these manifests are given appears to me to be of little value—for instance large parcels of Piece Goods are described as "Cottons" or "Woollens" and the term "Merchandize" also is of frequent occurrence; whilst the major portion of these consignments are generally to "order."

3. The preparation for publication of these details of inward manifests occupies much time and labor both in

this office and at the press, and it very often delays the issue in time of the important portion of the Import List.

4. I have been informed that full particulars of cargoes are received by those concerned before the arrival of the vessel at Calcutta, and to such persons the publication of the manifests must be of little or no use whatever. If the Chamber therefore sees no objection I propose to discontinue the publication of these lengthy details, and in lieu to publish simply the names and other particulars of vessels entered as now given, with details of the quantities of the special portions of their cargoes only, such as Salt and Coal, all other general cargo to be termed "general merchandize."

5. The future omission of these manifests from the "Daily List" would possibly enable me to issue the Lists on the day following the transaction as formerly.

*From Chamber of Commerce to Collector of Customs.*

*Calcutta, 14th December,* 1874.

Your letter No. 2055 of 25th ultimo has been circulated among the members of the Chamber, and I am directed by the Committee to state in reply that from the minutes recorded on the subject the general expression of opinion is that the detailed manifests are of interest to importers, and that the continued publication is therefore desirable.

## Opening the Custom House during the Doorga Poojah holidays.

Annexed is copy of a note on this subject written by the Deputy Collector, submitted to the Board with his approval by the Officiating Collector, and by the Board approved of and forwarded for sanction to the Government of Bengal, through whom it was sent to the Committee of the Chamber for report. The note in question is so full of misleading, if not actually erroneous, statements that it is matter of surprise how it received the approval of so many officials. The reply from the Committee points out the errors contained in the note and the false conclusions arrived at, and they ask for a continuance of the privilege given last Poojahs. No answer has been yet received.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 4th January,* 1875.

From Officiating Secretary, Board of Revenue, No. 845B, dated 18th December 1874, with enclosures.

I am directed to forward to you the accompanying copy of correspondence noted on the margin, in regard to the opening of the Calcutta Custom House during the Doorga Poojah holidays, and to say that, in the absence of any material objection, His Honor would propose, in accordance with the suggestion made by the Board of Revenue, to disallow for the future the privileges granted on the last occasion, and merely to give the facilities for entering ordinary ships enumerated in the 2nd paragraph of their letter.

*From Board of Revenue, L. P., to Govt. of Bengal.*

*Calcutta, 18th December*, 1874.

With advertence to Government Order No. 3721, dated 18th September last, and subsequent correspondence, I am directed to submit, for the information of Government, the enclosed letter, No, 505, dated 30th ultimo, and its enclosures, from the Calcutta Collector of Customs, reporting the result of the arrangements made for the transaction of business at the Custom House during the late Doorga Poojah holidays.

2. It is evident from the above letter that the mercantile community have not appreciated or cared for the privileges given, and that the Chamber of Commerce miscalculated the requirements of such community. The Member in charge would, therefore disallow for the future the privileges granted this year, and would merely give every facility for entering or clearing ships. These facilities are noted below in detail :—

(1.) The Deputy or Assistant Collector would attend at the Custom House at stated hours, to be notified beforehand, with the small staff necessary, on each week day during the Doorga Poojah, except on the five close holidays, for the passing of applications for the entry of ships under section 46 of Act VI of 1863, and the clearance of ships under section 128.

(2.) Any ships entered on those days would be allowed to discharge their cargo at the Port Commissioners' jetties and at the Custom House wharf, no delivery, however, to consignees being allowed during the Poojah save on passes which have been fully completed before the office closed. Similarly, only export cargo for which

passes have been taken out completely before the office closed could be shipped on board any outward-bound vessel.

(3.) For all work performed by Custom House officers, as above, the same fees would be charged as in former years.

3. The proposal made in paragraph 3 of the Collector's letter regarding the levy and distribution of fees, has been approved by the Member in charge.

4. The return of the original papers when no longer required is requested.

*From Offg. Collector of Customs, Calcutta, to Board of Revenue, L. P.*

*Calcutta, 30th November,* 1874.

With reference to your Memorandum No. 348B., of the 29th October last, I have the honor to forward a note by the Deputy Collector, showing the result of opening the Custom House for general work for five days during the late Doorga Poojah holidays.

2. It will be seen that to a small extent only did the public whose business lies with the Custom House, and specially the agents of ships, avail themselves of the opportunity offered to them under the orders of Government. The Chamber of Commerce, at whose urgent instance the concession had been made, may be able to explain why not only the public generally, but a large proportion of the firms of which the Chamber is composed, failed to come forward. Out of 32 ships which

arrived during the holidays, 17 only were entered, and, as pointed out by the Deputy Collector, the number of passes, import and export, applied for was very small indeed.

3. The establishment kept at work was reduced as far as possible, and cost only a little more than half the estimated sum of Rs. 2,000. For its realization I propose to levy a fee of Rs. 31 for each entry inwards and clearance outwards of a ship, Re. 1 for each duty pass, and eight annas for each free pass, which will produce a total sum of Rs. 1,200-8.

4. In future years I recommend the adoption of some other plan. The results this year appear to show that it is useless to open the Custom House whilst every Bank is closed, and whilst employés of all other establishments are, as a rule, allowed to go on leave. Four days for the Doorga and one day for the Lukhi Poojah are absolutely required by the Hindoo community. The general holiday might be restricted to these five days, but on this and other points the Chamber of Commerce and other public bodies may be best again consulted.

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NOTE—*by J. D. Maclean, Esq., Deputy Collector of Customs, dated 30th November*, 1874.

I submit a report on the working of the Custom House during the Doorga Poojah, 1874.

It will be fresh in the memory of Government that in consequence of urgent representation on the part of the Chamber of Commerce, of the great inconvenience caused by the closure of the Custom House during the 12 days of the Doorga Poojah holidays, it was resolved,

as an experimental measure, that the Custom House should be kept open for five days, and available to the public as usual, and in consequence a notification was issued to that effect, and explaining the method in which business was to be carried on.

The tables attached will show the amount of work done and the extent to which the commercial community availed itself of the opportunities afforded.

Table A shows the number of firms who made a deposit in accordance with the notification, and the amount to which they paid duty, both import and export, from which it will appear that only 11 firms made any deposit amounting in all to Rs. 87,500, and that only Rs. 36,549 were paid as duty during the five days that the Custom House was open. In order to give a true estimate of this, it is necessary to say that salt is entirely excluded, as there was no work done, and that the average daily receipts of the present year have been Rs. 30,000 per diem, and that therefore the extent to which the privilege was used amounted to one fair day's work only. Two causes may have led to this disappointing result, either the Chamber of Commerce had not accurately gauged the wish of its members, or else the members of the Chamber of Commerce found that they could not enforce the attendance of their native employés.

Table B shows that the total number of import passes applied for amounted to only 86, and that 17 ships entered inwards.

Table C shows similarly that 265 export passes were taken out, (of these 163 were only transfers from one ship to another,) leaving in reality 102 export passes, and that 15 ships cleared outwards.

D shows that 32 ships arrived and only 16 entered.

The net result is, therefore, the actual figures for the days in question show that only 187 passes were taken out during the five days. The average result of an ordinary day's work, on both the import and export side, is 500 passes a day at least.

When it became evident on the 14th October that the number of depositors was only 11, and that the amount of duty deposited was only 87,500, I arranged for a minimum staff of officials to attend, and the expense has only amounted to Rs. 1,187-10-5, but even then this small staff was sitting unemployed for the greater part of the day—for five days—and it is safely within the mark to say that the total work performed during the five days did not exceed the ordinary work of a full working day.

There was a manifest disinclination to undertake to pay any share of the working expenses of the Custom House, though the Board of Revenue circular had notified that the total amount would only be Rs. 2,000 or thereabouts. That this was so may be inferred from the results of the figures of the work done during the succeeding five days after the resumption of regular work, which gave an average of over Rs. 70,000 duty per diem.

Moreover, this disinclination to provide the expenses was apparent from the work on the jetties performed with regard to passes taken out previous to the holidays, and also from the result of Table D.

I think that the Chamber of Commerce in making

their application originally had not sufficient reliable data of what their requirements were, or that their native staff could be induced to work. But I think it is clear that the present experiment had in no way answered the expectations of Government, or justified the application of the Chamber of Commerce. The only real way to meet the question would be to abolish the Doorga Poojah holidays, save the five days absolutely required for religious observances. This, however, would require arrangement with, and the concurrence of, the banking interests. But no half-measure can prove satisfactory either to the mercantile community or the Government; and if the Custom House is not entirely open, it should be entirely closed, save to allow the entry of ships arriving during the holidays, and the clearing of ships for whose cargo passes had been taken out previous to the holidays.

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## A

*Abstract statement shewing the amount of Deposit made by each of the following firms, and the work done by each House on the Import and Export side.*

| Names. | Amount of deposit. | Import duty. | Export duty. | Total import and export duty. |
|---|---|---|---|---|
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P |
| Ralli Brothers .. .. | 30,000 0 0 | 12,665 3 0 | 395 15 0 | 13,061 2 0 |
| Gladstone, Wyllie and Co. .. | 6,000 0 0 | .... | 330 5 0 | 330 5 0 |
| Carlisle, Nephews and Co. .. | 5,000 0 0 | .... | .... | .... |
| Crooke, Rome and Co. .. | 4,000 0 0 | 2,904 11 0 | .... | 2,904 11 0 |
| Gillanders, Arbuthnot and Co.. | 5,000 0 0 | .... | .... | .... |
| Tamvaco and Co. .. .. | 7,000 0 0 | 527 3 0 | 897 8 0 | 1,424 11 0 |
| J. P. Sagrandi. .. .. | 2,500 0 0 | .... | .... | .... |
| Ullmann, Hirschhorn and Co... | 2,500 0 0 | 2,458 0 0<br>P. O.fee Rs. 5 | .... | 2,463 0 0 |
| Hoare, Miller and Co... .. | 500 0 0 | 2 1 0 | .... | 2 1 0 |
| Argenti, Schilizzi and Co. .. | 20,000 0 0 | 11,369 5 0 | 38 11 0 | 11,408 0 0 |
| Finlay, Muir and Co... .. | 5,000 0 0 | 4,033 10 0 | 922 2 0 | 4,955 12 0 |
| | 87,500 0 0 | 33,965 1 0 | 2,584 9 0 | 36,549 10 0 |

**B.**

*Statement shewing the number of Import Passes granted and Ships entered and cleared inwards on the days on which the Custom House was opened for business during the Doorga Poojah Holidays.*

| Parties who guaranteed to defray the expenditure for keeping open the Custom House. | 15th Oct. 1874. | | | | 16th Oct. 1874. | | | | 22nd Oct. 1874. | | | | 23rd Oct. 1874. | | | | 26th Oct. 1874. | | | | Total number of duty and free passes. | Total number of ships entered inwards. | Total number of ships cleared inwards. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number of duty passes. | Number of free passes. | Number of ships entered. | Number of ships cleared. | Number of duty passes. | Number of free passes. | Number of ships entered. | Number of ships cleared | Number of duty passes. | Number of free passes. | Number of ships entered. | Number of ships cleared. | Number of duty passes. | Number of free passes. | Number of ships entered. | Number of ships cleared. | Number of duty passes. | Number of free passes. | Number of ships entered. | Number of ships cleared. | | | |
| Gladstone, Wyllie & Co. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | 2 | .. | .. | 2 | 1 | .. | .. | .. | 1 | .. | 3 | 4 | .. |
| Finlay, Muir & Co | 2 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 5 | .. | 1 | .. | 14 | 4 | 1 | .. | 26 | 3 | 1 |
| Ralli Brothers | 7 | .. | .. | .. | 1 | .. | .. | .. | 4 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 13 | .. | .. |
| Mackinnon, Mackenzie & Co. | .. | 2 | 1 | .. | .. | 7 | .. | .. | .. | .. | 3 | 2 | .. | 6 | 1 | 1 | .. | .. | .. | .. | 15 | 5 | 3 |
| Hoare, Miller & Co. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 1 | .. |
| Gillanders, Arbuthnot & Co. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Carlisle, Nephews & Co. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| H. C. Lovel (Manager, Orissa Steam Packet Co.) | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 2 | 2 | .. |
| John McIntyre (Owner S. S. *Celt.*) | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Ullmann, Hirschhorn & Co. | .. | .. | .. | .. | 2 | 1 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | 4 | 1 | .. | .. | 12 | .. | .. |
| Tamvaco & Co. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 | .. | .. | .. | 4 | .. | .. |
| Cox, Steel & Co. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 | 1 |
| Chartered Bank of India, Australia, and China | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 2 | .. | .. |
| Goosery Cotton Mill Co. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| J. P. Sagrandi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Ede and Hobson | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1* | .. |
| F. Lamoroux & Co. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 |
| Argenti, Schillizzi & Co. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | 4 | .. | .. |
| Crooke, Rome & Co. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| Elias S. Gubboy | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| B. H. Huchting & Co. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Ahmuty & Co. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Oriental Bank Corporation | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| George Henderson & Co. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total .. | 11 | 5 | 2 | .. | 3 | 9 | 1 | 1 | 10 | 4 | 7 | 3 | 7 | 9 | 4 | 2 | 23 | 5 | 3 | .. | 86 | 17 | 6 |

CUSTOM HOUSE, CALCUTTA,
*The 30th November*, 1874.

J. D. MACLEAN,
*Deputy Collector of Customs.*

C

*Statement shewing the number of Export Passes granted and Ships entered and cleared outwards on the days on which the Custom House was opened for business during the Doorga Poojah Holidays.*

| Parties who guaranteed to defray the expenditure for keeping open the Custom House. | 15th Oct. 1874. | | | | 16th Oct. 1874. | | | | 22nd Oct. 1874. | | | | 23rd Oct. 1874. | | | | 26th Oct. 1874. | | | | Total number of passes. | Total number of ships entered outwards | Total number of ships cleared outwards. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number of duty passes. | Number of free passes. | Number of ships entered outwards | Number of ships cleared outwards. | Number of duty passes. | Number of free passes. | Number of ships entered outwards. | Number of ships cleared outwards. | Number of duty passes. | Number of free passes. | Number of ships entered outwards. | Number of ships cleared outwards. | Number of duty passes. | Number of free passes. | Number of ships entered outwards. | Number of ships cleared outwards. | Number of duty passes. | Number of free passes. | Number of ships entered outwards. | Number of ships cleared outwards. | | | |
| Gladstone, Wyllie & Co. .. .. .. | .. | 1 | .. | .. | 1 | 1 | .. | 2 | .. | 1 | 2 | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | 5 | 3 | 2 |
| Finlay, Muir & Co. .. .. .. .. | 1 | 5 | 1 | .. | .. | .. | .. | .. | .. | 2 | . | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | 10 | 1 | 1 |
| Ralli Brothers .. .. .. .. | .. | 1 | .. | .. | 2 | 1 | .. | .. | .. | 1 | .. | .. | 1 | 2 | .. | .. | .. | .. | .. | .. | 8 | .. | .. |
| Mackinnon, Mackenzie & Co. .. .. | .. | 172* | 1 | 1 | .. | 11 | .. | 3 | .. | 14 | 1 | 1 | .. | 8 | .. | 3 | .. | 9 | .. | .. | 214 | 2 | 8 |
| Hoare, Miller & Co. .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Gillanders, Arbuthnot & Co. .. .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| Carlisle Nephews & Co. .. .. .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| H. C. Lovel (Manager, Orissa Steam Packet Co.) .. .. .. .. | .. | 3 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 3 | 2 | .. |
| John McIntyre (Owner S. S. *Celt*) .. | .. | .. | .. | .. | .. | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. | .. |
| Ullmann, Hirschhorn & Co. .. .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 3 | .. | .. |
| Tamvaco & Co. .. .. .. .. | .. | .. | .. | .. | 2 | 1 | .. | .. | 2 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 6 | .. | .. |
| Cox, Steel & Co. .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Chartered Bank of India, Australia, and China .. .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Goosery Cotton Mill Co. .. .. .. | .. | . | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| J. P. Sagrandi .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Ede and Hobson .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| F. Lamoroux .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 2 | .. | 1 |
| Argenti, Schilizzi & Co. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| Crooke, Rome & Co. .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Elias S. Gubboy & Co .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| B. Henry, Huchting & Co. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| Ahmuty & Co. .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Oriental Bank Corporation .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| George Henderson & Co. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 |
| Total .. | 1 | 183 | 2 | 2 | 5 | 25 | 1 | 6 | 3 | 20 | 3 | 2 | 3 | 15 | 1 | 4 | .. | 10 | 1 | 1 | 265 | 8 | 15 |

* Out of the 172 free passes, 163 were transferred on the 15th instant from the Steamer *Socotra* to the Steamer *Java*.

CUSTOM HOUSE, CALCUTTA,
*The 30th November*, 1874.

J. D. MACLEAN,
*Deputy Collector of Customs.*

STATEMENT D.

| Vessels arrived into the Port during the holidays and not entered. | Vessels arrived and entered into the Custom House during the holidays. |
|---|---|
| Steamer *Celt.* | Steamer *Java.* |
| ,, *Zambesi.* | ,, *Queen Victoria.* |
| Ship *Humayoon Shaw.* | Bark *Migrator.* |
| Bark *Patrie.* | Steamer *Sirius.* |
| Ship *Mistley Hall.* | ,, *Scotia.* |
| Steamer *Sir John Lawrence.* | ,, *Enmore.* |
| Ship *Faiz Rohoman.* | ,, *Africa* |
| ,, *Faizel Currim.* | ,, *Patna.* |
| Steamer *Celt.* | Ship *Clytic.* |
| Ship *Chanticleer.* | ,, *Udston.* |
| ,, *James Nicol Fleming.* | Steamer *Himalaya.* |
| ,, *Waterloo.* | ,, *Duke of Argyle.* |
| Steamer *Madras.* | ,, *City of Carthage.* |
| Ship *Nusser Munjeet.* | Ship *Ireshope.* |
| ,, *City of Shanghai.* | Steamer *City of Poonah.* |
| ,, *Indian Merchant.* | Ship *Brenhilda.* |

*N. B.*—From the above it will be seen that 32 vessels arrived in port during the holidays, but that only 16 entered inwards at the Custom House.

CUSTOM HOUSE, CALCUTTA,
*The 30th November*, 1874.

J. D. MACLEAN,
*Deputy Collector of Customs.*

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 25th January*, 1875.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 28 of the 4th instant forwarding correspondence relative to the opening of the Custom House during the Doorga Poojah holidays in October last.

2. In accordance with the suggestion made by the Board of Revenue, influenced by the reports submitted by the Collector and Deputy Collector of Customs, the Lieutenant-Governor proposes—in the absence of any material objection—to disallow for the future the privileges granted on that occasion and merely to give facilities for entering and clearing vessels.

3. For the consideration of the Lieutenant-Governor the Committee instruct me to make the following remarks which they believe will tend to satisfy His Honor that the conclusion arrived at by the Board is not upheld by the circumstances of the case, and that the report by the Deputy Collector is, in the judgment of the Committee, capable of a construction opposed to that adopted by the Collector and the Board, and which have led to the result which His Honor has been pleased to communicate to the Chamber.

4. The Deputy Collector's statement D details the arrivals of vessels during the holidays, and declares that out of 32 only 16 entered at the Custom House, thereby attempting to support the general tendency of his argument that the opportunities afforded by Government were not availed of by the mercantile community to the extent contemplated in the Chamber's representation as to the necessity for keeping the Custom House open.

5. But the declaration—though correct as to figures—is misleading and does not fairly illustrate the real facts of the case.

The list of uncentered vessels is headed by the steamer *Celt*—a boat of 140 tons, running between Calcutta and Balasore: and that *important* addition to the tonnage of the port is *repeated* in the list.

Unfortunately, however, for the Deputy Collector's declaration that she was *not* entered, the Custom House return for the 22nd October includes among the manifests therein recorded the cargo of that vessel consisting of

750 bags Rice, 12 bags Rosin, and 63 baskets Stone Plates.

This, therefore, is an error on the part of the Deputy Collector, and the omission of the *Celt* from the list of entries at the *commencement* of the holidays is another mistake of his, as the steamer arrived on the 14th and could not have left on the 17th without entry inwards between those dates.

6. Removing the *Celt* from the list of unentered vessels there remain 14 to dispose of; of these the *Humayoon Shaw, Faiz Rohoman, Faizel Currim, Chanticleer, Waterloo,* and *Nusser Munjeet* are country traders, partially laden with salt; and their prompt entry during the holidays was unnecessary, delay being of little or no consequence to vessels of that class. The French barque *Patrie* arrived in ballast and was in no hurry to enter. The *Mistley Hall* had a cargo of salt from Liverpool, sold to arrive; and as her lay days including only working days, there was no necessity for entering, especially as salt before discharge requires a perwanah from the Board, whose office was not open. The *Sir John Lawrence,* like the *Celt,* is a coasting steamer and her entry was not pressing. The *J. N. Fleming* arrived off town on the afternoon of Sunday the 25th, and as the Custom House was reopened on the 27th, there was an avoidable loss of 1 day only. The Steamer *Madras,* also a coaster, and ships *City of Shanghai* and *Indian Merchant* arrived on the 20th, the *last day* of the holidays, and, however much their agents could have desired to save a day, the last two vessels could hardly have had the opportunity of entering.

7. The P. & O. Co.'s Steamer *Zambesi* arrived on the 19th October and was not entered till after the holidays, though she had a large cargo of Manchester goods which consignees would have been glad to clear; and her tardy entry can only be explained by the Superintendent of the P. & O. Co; her cargo was landed by the Company under their bond to the Customs without entry, and kept by them at their own risk till after the holidays: her late entry was therefore no positive delay to her.

8. This exhausts the Deputy Collector's list of unentered vessels; and the Committee of the Chamber submit that, with this one exception, all vessels with general cargoes which arrived during the holidays and had any purpose or prospect of quick despatch by entering at the Custom House *did* enter; and the unqualified, and, in some measure, incorrect declaration of the Deputy Collector is a misleading respresentation tending to disparage the Chamber's action in the matter of curtailing the idle waste of time which the Doorga Poojah holidays involve.

9. The Deputy Collector's statements B. and C. shew the number of vessels entered and cleared inwards and outwards during the holidays, *aggregating* 46 *ships and steamers* of upwards of 50,000 *register tonnage*—the great majority of them with large and valuable cargoes; and the Committee submit that that fact alone establishes the absolute necessity for demanding the attendance of the Customs Department, and that the Chamber's movement which facilitated the despatch of business involved in that amount of tonnage has been amply justified.

10. When the matter under review was last referred

to Government the Board of Revenue expressed the apprehension that the compulsory prepayment of probable amount of duty would be "a serious bar to merchants wishing to use the Custom House during the holidays"; but the deposits made on that account were more than twice as much as the total duties came to: so that on that point the Government may rest assured that importing and exporting firms have no difficulty in providing the security required for their business purposes, and that the Government revenue, to whatever extent, is safe.

11. Stress is laid by the Deputy Collector on the small amount of duty collected during the holidays, compared with the payments in the five succeeding days: but the latter was obviously a necessary consequence on the resumption of general business after a long vacation, and is no test whatever of the inconvenience to trade by not keeping the Custom House open for business on even the most restricted scale. How much of the Rs. 70,000 per day of duty collected after the holidays is due to imported salt is not stated. The Committee also consider the Deputy Collector's remark as to the disinclination to undertake to pay any share of the working expenses of the Custom House a gratuitous assumption and quite uncalled for.

12. As to the limited amount of work done and the small staff sitting unemployed for the greater part of the five days they had to attend, this is the first occasion on which light work paid for by extra remuneration has been held to be a source of inconvenience to Government employé, by whom such occupation is usually regarded as rather welcome than otherwise.

13. The suggestion of the Board of Revenue that every facility shall be given for entering vessels carries with it no practical advantages to consignees of cargo under the conditions which accompany it; because, while ships at the Port Commissioners' Jetties are allowed to discharge their cargoes, no delivery to consignees is allowed save on passes which have been fully completed before the Custom House closed for the holidays.

This is tantamount to an absolute prohibition, as passes cannot possibly be completed until consignees are in a position to clear their goods, and this cannot be done in anticipation of their arrival and entry.

To make a concession of any value or convenience there should obviously be a concurrence of business at the Jetties and the Custom House; but if importers cannot have the privilege of getting their goods, ships should be prohibited from entering and breaking bulk. All interests should be dealt with impartially; and if privileges are allowed they should be available without conditional restrictions to the special disadvantage of those upon whose operations the Customs revenue so largely depends.

14. The Deputy Collector also remarks on the comparatively few firms who availed themselves of the facilities offered by the Custom House being kept open; but here also the Committee think his conclusions, as in the case of ships, is incorrect and misleading. A reference to the names given by him will show that, with few exceptions, all the leading import houses, who had goods by steamers arriving during the holidays, did avail

themselves of the opportunity; and the same may be said as to exporting firms in respect of ships cleared and entered for clearance.

15. Viewed as an experimental measure, the Committee are of opinion that the opportunity afforded of conducting business during the holidays was cared for to an extent sufficient to justify their application for a renewal this year of the privilege granted last October, and they trust His Honor the Lieutenant-Governor will be pleased to comply with it.

## Case under Section 27 of the Customs Act.

Full particulars of this case, and the action taken by the Committee, will be found detailed in the copies of correspondence below. From these it will be seen that notwithstanding the support given to the Collector by the Board of Revenue, the Government of Bengal has ruled that the plain and evident meaning of the Act is, as maintained by the Committee, that goods taken over by the Customs authorities "shall be *sold*," not put up from time to time with reserved limits; and orders have been issued to that effect. A somewhat similar case occurred a few years ago and like orders were then issued, but they seem to have been disregarded; the Committee therefore asked for a copy of the orders now issued so that no such irregularity may occur again. The whole question is of much interest to

and affects every importing firm here, and the Committee have therefore taken up the matter with energy, and hope their action will set the matter at rest for the future.

*Chamber of Commerce to Board of Revenue.*

*Calcutta, 6th January,* 1875.

The Committee of the Chamber of Commerce desire me to bring to the Board's notice an irregularity of procedure on the part of the Collector of Customs in a case which has recently occurred.

Messrs. Paul Tambaci and Co. imported per P. and O. Steamer *Surat* a quantity of White Mulls consisting of a range of 84 cases containing 8,284 pieces, which they entered at, what they considered a full market price, 1 Rupee 8 annas per piece, rising 6 annas, net, or a total value of Rs. 25,830.

That value was held to be too low by the appraiser, who fixed it at 1 Rupee 12 annas per piece, rising 6 annas, which, after deducting the usual allowance of 7 per cent for duty, &c., made the total net value Rs. 25,947-15-0.

The importers having declined to increase their valuation, the 84 cases were taken over by the Collector under Section 27 of the Customs Act, which provides the manner in which undervalued goods are to be dealt with, and declares " if the goods be retained for the use of Government, the officer in charge of the Custom House shall

cause the full value at which such goods were entered to be paid to the person entering the same, in full satisfaction for such goods in the same manner as if such goods had been transferred by ordinary sale, and shall then cause the goods to be *sold* by public auction, after due notice in the Official Gazette."

The required notice having been published, the goods were put up for sale by public auction on the 14th ultimo: the highest bid for the entire range was, as the Committee are informed, Re. 1-10-3 per piece, rising 6 annas; as this rate was apparently not equal to the Collector's limit the goods were withdrawn, the range divided into lots, and again put up for sale, when 24 cases only were sold, and the remainder bought in.

It is to this point the Committee desire to draw the Board's special attention, as it appears to them that the Collector has not rightly observed the Act, which directs him to sell the goods by public auction, but gives him no authority or option to *buy in.*

The Act, it is submitted, was never intended to give the Customs authorities the right to speculate in goods taken over on the ground of under-valuation: the obvious purpose of retaining them for the use of Government and selling them by auction is to obtain a price in excess of that entered by the importer (whose declared valuation would thus be tested by public sale) but certainly not to place the Government in the position of a holder of goods competing with the market and interfering with the course of trade. As long as the Custom House holds a stock of goods similar to what may be in other hands, importers are unable to regulate the market,

and the action of Government is prejudicial to the merchant.

The insignificant difference between the value declared by Messrs. Paul Tambaci and Co. Rs. 25,830 and the appraiser's estimate of Rs. 25,947-15-0 scarcely justified the rejection of the former and establishes its accuracy, and the *bona fides* of the importers.

*Chamber of Commerce to the Board of Revenue.*

*Calcutta, 20th January,* 1875.

In continuation of the remarks submitted in my letter of the 6th instant, I am instructed by the Committee of the Chamber of Commerce to request you will do them the favor of stating whether they have been correctly informed that, in a recent public sale, by order of the Collector, of certain goods taken over (said to be some woollens) under clause 27 of the Customs Act, a limit had been placed under which they were not to be disposed of.

The goods having been sold the requirement of the Act was satisfied, but it appears to the Committee that the placing a limit—supposing it to have been the case—is "ultra vires," and another instance in which the Collector has gone beyond the legal power given him under the Act.

*Board of Revenue to Chamber of Commerce.*

*Calcutta, 29th January,* 1875.

With advertence to your letters, dated, respectively, 6th and 20th instant, on the subject of the procedure

of the Calcutta Custom House in connection with goods taken over by the Collector under Section 27 of Act VI of 1863, I am directed to state that the Member in charge is of opinion that the Collector has full power to withdraw from sale at auction any goods taken over by him under the above section of the Customs Law, for which bids equal to what he believes to be the market value are not made, and that the Collector is right to so exercise his discretion. At the same time, I am to point out, with regard to the concluding para: of your first letter cited above, that it appears upon enquiry that the difference between the importer's valuation in the case therein noticed and that of the appraiser was greater than supposed by the Chamber, the Collector having reported that the importer's net value was Rs. 25,786-2 while the appraiser's net value was Rs. 27,855-2.

2. Referring to your letter of the 20th instant, I am to say that Mr. Money is of opinion that the Collector should not fix an upset price to be given out at auction, and that instructions will issue to him accordingly.

*Chamber of Commerce to Board of Revenue.*

*Calcutta, 8th February,* 1875.

I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 125 of the 29th ultimo.

The Committee learn with regret that the Board of Revenue interprets the Customs Act in a manner at variance with the Committee's construction, and, as they believe, with the intention of the Legislature and the commercial interests of the Port.

According to the Committee's reading of Section 27 of Act VI of 1863 the Collector is bound to sell by public auction all goods taken over by him, and no power is vested in him to fix an upset price, or to hold goods for an indefinite time. The Board of Revenue appear to be of opinion that the Collector is arbiter of the market price of each and all of the innumerable articles which pass through his department, and that if he considers the market rate is not offered for goods which are taken over by the Customs' authorities and put up to public auction, it is at his option to withdraw them, hold them for a longer or shorter period, and dispose of them at his pleasure.

The Committee cannot believe that such scope was intended to be given to the Collector by the Act, and are still of opinion that, in the case which has given rise to this correspondence, he has exceeded the powers with which he is entrusted.

The Committee fear that the Collector's preceedings endorsed as they now are by the Board of Revenue would establish an objectionable precedent, and may lead to results calling for legislative interference ; they have therefore resolved to refer the whole question directly for the consideration of His Honor the Lieutenant-Governor of Bengal.

*Chamber of Commerce to Government of Bengal.*

*Calcutta, 8th February,* 1875.

The Committee of the Chamber of Commerce desire me to address you on the subject of a correspondence

with the Board of Revenue, copy of which is hereto annexed, and to request the submission of this communication for the consideration of His Honor the Lieutenant-Governor.

The Committee invite your reference to the circumstances of the case as detailed in the Chamber's letter of 6th ultimo.

They may be briefly summed up here.

The Head Appraiser of the Custom House objected to an importer's valuation of certain goods for duty; he estimated the value at a higher figure; the importer declined to amend his declaration; and his goods were taken over on account of Government, to be dealt with under the 27th Section of the Customs Act. The importer received his declared value from the Collector, who thereupon gave due notice in the Official Gazette that the said goods would be sold by public auction.

Thus far the provisions of the Act were complied with: and it is only with the sequel and its results that the Committee desire to trouble the Lieutenant-Governor.

The Act declares that the officer in charge of the Custom House "shall cause the goods to be sold by public auction"; there is no ambiguity in this respect: the law requires *the goods*—the *whole* of the goods taken over, and not a *part* thereof—*to be sold*: and it requires that the sale *shall be made*; there is no authority given to the Collector to sell *any portion* and to *buy in the remainder*; nor does the Act vest in the Collector *any*

*discretionary power to withdraw* the *whole* or *any portion* after the notice to sell by public auction has been given and the goods put up for sale; neither does the Act sanction the sale of the goods being made subsequent to the date fixed by the notice, nor the holding of them for an indefinite period.

Notwithstanding this most distinct provision of the Act, the Collector's proceeding was in contravention thereof; he sold a portion only—24 cases out of 84—and withdrew the rest for future sales, because the bids for the remaining 60 cases were not equal to what he believed to be the market value.

These are the broad facts of the case; and the Committee submit that the action taken by the Collector was not in accordance with the Act as they have always read it, and that the approval and defence thereof by the Board of Revenue have no law for their sanction, for there is not a word in the Act which gives the Collector "full power to withdraw from sale at auction any goods taken over by him," nor does the Act give that officer a right to exercise any discretion in that respect.

The Act is clear and peremptory, and in the opinion of the Committee there has been a violation of its provisions in the case under notice.

The object of the Customs Law in detaining goods for assumed under-valuation and selling them at public auction is to satisfy the Government claim for duty to the fullest extent on their market value at time of importation, and to test that value, by an immediate sale, with that declared by the importer: but the Collector's

proceeding not only places the Government in the questionable position of a holder of merchandise competing with traders, and retailing confiscated goods, unburdened with the usual charges for rent, &c., which merchants incur in their business, but also of perniciously obstructing the ordinary course of trade by a speculative interception of merchandise which they are unable to dispose of for the price paid to the importer.

The detention of goods for under-valuation practically impugns the good faith of the importing merchant, and is a reflection on his integrity and purpose of fair dealing; the provisions of the Act should therefore be guardedly exercised and enforced only in instances of flagrant misrepresentation and manifest intention to defraud the revenue.

In the case with which the Committee are dealing, and the result of which it is their purpose to watch, the fact that the importer declined to amend the declared value and consented to receive from Government the price at which he entered his goods establish the *bonâ fides* of his entry, and throw on the Customs authorities the onus of proof that they were justified in rejecting his declaration.

If the Law provided that the importer should have the option of accepting the amount of appraiser's valuation instead of his own declared value the Committee are of opinion that instances of the kind now noticed would be of rare occurrence.

The Committee submit these circumstances of the violation of the 27th Section of the Act by the Collector

and of the Board's ruling regarding it, for the consideration and authoritative interpretation thereof by His Honor the Lieutenant-Governor, whose construction the Committee believe and hope will accord with that which they have expressed.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 19th March,* 1875.

I am directed to acknowlege the receipt of your letter dated 8th February, with enclosures, regarding the construction to be placed on section 27 of the Consolidated Customs Act VI of 1863, and in reply to state, for the information of the Committee of the Bengal Chamber of Commerce, that the Lieutenant-Governor is of opinion that the action of the Collector of Customs in the case brought to notice was not strictly in accordance with the wording of the law, and that orders have been issued to prevent the recurrence of the irregularity complained of.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 13th April,* 1875.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 705 of the 19th ultimo communicating for their information that in the opinion of His Honor the Lieutenant-Governor the action of the Officiating Collector of Customs in the case brought to notice was "not strictly in accordance with the wording of the law," and that orders had been issued to prevent the recurrence of the irregularity complained of.

I have the Committee's instructions to express their satisfaction with the result of the inquiry His Honor has been pleased to make, as it fully confirms the view they took of the 27th Section of the Act, and the Collector's proceedings at variance therewith: in fact the Committee fail to see what other construction could be possibly placed upon such clearly expressed provisions.

At the same time I am to request you will submit for His Honor's compliance the Committee's application for a copy of the orders issued to the Board of Revenue and to the Collector, so that the mercantile community may have an authoritative ruling of the Government for their guidance.

While the Committee further desire me to express a hope that a like occasion will not again arise for a reference to His Honor, they are not unmindful of somewhat similar circumstances that occurred in 1868 (the late Officiating Collector of Customs being then Secretary to the Board of Revenue) when the proceedings of the Collector were held to be irregular, and orders were then passed (see Government of Bengal letter No. 3285 of 17th October 1868) to prevent a repetition of similar deviation from the provisions of the law; which however seem now to have been either forgotten or totally disregarded.

The Committee are of opinion that the almost invariable unanimity that exists between the Board and the Collector in references on appeal against the action of the latter, encourages that officer in proceedings irregular if not actually arbitrary and illegal, and the conclusion on the part of the Committee of the Chamber is not unreasonable

that great injustice has arisen and may arise from the absence of a firm and independent control by the superior authority.

In bringing this matter to the notice of the Government and pressing for an enquiry, the Committee had no wish or intention to call in question the legal power of the Collector to take over the goods in the first instance. The law on this point is clear and distinct and is a necessary provision for the due protection of the public revenue, but I am to submit it should be acted upon with great caution and only in cases of clearly attempted evasion of duty. It was the Collector's subsequent action that the Committee held to be improper, for not only was it contrary to the letter of the law, but also to its spirit. If the Collector has reason to believe that an evasion is attempted it is doubtless his manifest duty to take the goods over, but the correctness of his valuation should be at once tested by a public sale. By no other means is it possible to ascertain the bona fides of the importer or the correctness of the Collector's suspicion. Any departure from the clear and definite course laid down in the Act is certain to cause considerable irritation and ill feeling against Government, and it is almost equally certain to defeat the objects intended as well as to result at times in positive loss. In proof of this last statement I am directed to append an account showing a loss in this particular transaction of Rs. 2,074-0-10, which the Committee venture to hope will not be deducted from Customs revenue or in any other way be taken out of the public funds, but be recovered from the officer who decided the under-valuation (*vide* Sec. 27 of the Act.)

*Pro formâ Account of Sales of 84 cases of Mulls imported by Messrs. Paul Tambaci and Co. and taken over by the Collector of Customs for under-valuation.*

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1874. | | | | | | Days. | | | | 1874. | | | | Due | Days. | | | |
| 3rd Dec. | To Import Duty on importers' valuation of Rs.25,830 | Rs. | 1,291 | 8 | 0 | 3rd Dec. | 147 | Rs. | 62 6 9 | 15th Dec. | By nett proceeds of 24 cases | Rs. | 9,720 | 11 | 6 | Jan. 15th | 104 | Rs. | 332 6 0 |
| 7th „ | To Cash paid importers | | 25,786 | 2 | 0 | 7th „ | 143 | | 1,212 4 9 | 1875. | | | | | | | | | |
| 1875. | | | | | | | | | | 29th March | By nett proceeds of 60 cases | | 16,375 | 10 | 6 | | | | |
| 29th March | To 3½ months Warehouse rent on 60 cases at 8 annas per month | | 105 | 0 | 0 | 29th March. | 31 | | 1 1 2 | 29th April | „ Balance of Interest | | | | | Apl. 29th | 0 | | |
| | To Fire Insurance on Rs. 17,000 at ¼ per cent | | 42 | 8 | 0 | 15th Dec. | 135 | | 1 14 2 | | „ Balance being loss | | 2,074 | 0 | 10 | | | | 945 4 10 |
| 29th April | To Balance of Interest | | 945 | 4 | 10 | | | | | | | | | | | | | | |
| | | Rs. | 28,170 | 6 | 10 | | | Rs. | 1,277 10 10 | | | Rs. | 28,170 | 6 | 10 | | | Rs. | 1,277 10 10 |

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, the 21st April,* 1875.

In reply to your letter of the 13th April, I am directed to inform you that the instructions given to the Board of Revenue are, that section 27 of Act VI of 1863 does not confer on the Collector of Customs a discretionary power to withdraw from sale at auction any goods taken over under the provisions of that section. The Collector is bound to cause the goods to be sold by public auction to the highest bidder, and he is not authorised to buy them in with a view to selling them at a second public auction.

2. With reference to the 4th paragraph of your letter, I am to represent that the Chamber would seem to have been altogether misinformed, both as to the officer concerned, and as to the circumstances of the case, which bore no resemblance to the question raised in the present correspondence. The late Officiating Collector of Customs was not then acting as Secretary to the Board of Revenue in the Customs Department, and the question was, whether the Collector was justified in disposing, by private sale, of goods taken over under the Customs Act instead of putting them up to auction, as required by the law. There can be no doubt that the law requires goods so taken over to be put up to auction; but it may fairly be contended that when goods are ordered by the law to be sold by public auction, it is to be understood that the sale is subject to the auction conditions usually in force and generally understood by the public, and that these include the right of buying in, or withdrawing from sale, goods for which a fair value may not be offered. The Lieutenant-

Governor does not concur in this view, but it is evidently a view which might be held in perfect good faith by an officer desirous to keep strictly to the provisions of the law. The Lieutenant-Governor, therefore, though he agrees with the Committee of the Chamber in their construction of the law, is unable to assent to their opinion that the view they have taken is the only construction which could possibly be placed on such clearly expressed provisions.

3. With regard to your 6th paragraph, I am to point out that section 27 of the Act evidently contemplates it as possible that cases may occur in which the proceeds of the sale will not exceed the sum paid to the person entering the goods, together with the duty and charges thereon.

## Alteration in the form of declaration of value by Importers.

This matter was brought to the notice of members by circular a few weeks ago, and requires no special comment.

*From Collector of Customs to Chamber of Commerce.*

*Calcutta, 26th January,* 1875.

I have the honor to enclose for the information of the Chamber of Commerce copy of a Notification requiring Importers in future to use an amended form of declaration in their bills of entry. The notification has been published in the *Calcutta* and *Exchange Gazettes.*

NOTIFICATION.

*Calcutta, 26th January*, 1875.

The attention of all Importers of Goods is called to an alteration in the form of declaration which, under the orders of the Chief Customs Authority, must be in future subscribed to all bills of entry under Section 62, Act VI of 1863, as follows:—"———————————— do "hereby declare that the Goods above specified are of "the growth, produce or manufacture of ———————— "———— and are of the value of ———————— "Rs. ———————————— as entered above."

*From Chamber of Commerce to Collector of Customs.*

*Calcutta, 6th February*, 1875.

The Committee of the Chamber of Commerce desire me to say in reply to your letter No. 136 of 26th ultimo, that while Section 62 of the Customs Act gives the Chief Customs Authority power to require Bills of Entry to be made in such form and containing such particulars as he may direct, the amended form of declaration, copy of which you have sent for their information, and for which they are obliged, should not be inconsistent with the declaration required by the 26th Section, and should have the addition of the words "*to the best of his knowledge and belief.*"

*From Collector of Customs to Chamber of Commerce.*

*Calcutta, 19th February*, 1875.

I have the honor to acknowledge receipt of your letter

of the 6th instant, and in reply to inform you that I have consulted the Government Solicitor on the subject of the addition proposed by your Committee to the new form of declaration on Bills of Entry.

2. The Solicitor is of opinion that the proposed addition is unnecessary, inasmuch as the person signing can only declare contents "to the best of his knowledge and belief."

3. As the new form therefore has been already publicly notified it appears best to make no further change.

## Custom House Daily Lists of Imports and Exports.

The Committee have at length, but only very recently, received a reply to their representation on this subject. The Board of Revenue proposes the appointment of a Committee of merchants interested in the various branches of the trade—imports, exports and shipping—to co-operate with the Collector in preparing a form that would be generally accepted. The Committee approve of the suggestion, which might with advantage have been adopted in the first instance before the changes, of which members have complained, were introduced. As the Committee retire from office immediately, they have thought it better to leave the selection of representative members to their successors.

The Collector has at length, after a lapse of six months, satisfied himself of the great inaccuracies in the returns for October last, but not till they were brought to his notice by the Committee. Fresh returns for that month have accordingly been issued by him.

*From Chamber of Commerce to Board of Revenue.*

*Calcutta, 15th February,* 1875.

On the 12th October last the Committee of the Chamber of Commerce communicated their answer to your reference regarding the altered forms of daily import and export lists, but they have not yet had a reply from the Board of Revenue on the subject: they therefore instruct me to revert to it and to request the Board will favor them with a consideration of the matter and such observations as they may desire to offer.

The Committee on that occasion stated, in reference to the wishes of the general body of subscribers to those publications, they hoped the Board would make no change in the forms to which merchants had been long accustomed and which they found to be sufficient for their purposes, and they again beg you will submit this point for the Board's special attention.

The first change was made on the 1st October last, and subscribers at once expressed their disapproval of an arrangement regarding which they were not asked to signify their opinion until after it had been carried into effect.

Notwithstanding the Chamber's letter of 12th October —communicating that disapproval—the change was continued for several weeks, and on the 18th of last month a notice by the Collector of Customs was issued that, with the Board's approval, the *export* daily list would be published in an amended form from that date: not, however, in the form desired by subscribers.

That alteration was also introduced—like the change on 1st October—without reference to the Chamber, whose request for a return to the old forms remains unacknowledged and ignored.

In resubmitting this subject for the attention of the Board the Committee desire me to notice the frequent errors that are committed in the daily lists of imports and exports, the constant occurrence of which largely detracts from the usefulness of those trade returns. Scarcely an issue appears without numerous "errata," the correction of which involves vexatious labor and amending entries.

And this inconvenience is not limited to the daily lists, but also extends to the monthly publications; and between these important returns it is absolutely impossible to arrive at a conclusion as to which is to be depended upon. As a single illustration of this I am to refer you to the Monthly Guide for October last which states the imports of Grey Yarn to be 1,684 bales, whilst the daily entries for that month aggregate 2,082 bales. Here is a discrepancy of 400 bales or 25 per cent. of a full average import, and up to this moment no correction has been made of so serious an error.

*From Board of Revenue, L. P., to Chamber of Commerce.*

*Fort William, 21st April,* 1875.

Your letter of the 15th February was referred to the Collector of Customs for report by order of Mr. Money before he left the Board, and the correspondence connected with it has only now come to Mr. Dampier's knowledge. He desires me to reply as follows.

2. On receipt of your letter of the 12th of October objecting to the alteration which had been made in the forms of daily import and export lists, Mr. Money made enquiries in different quarters with a view to ascertain in what respects the new forms were less acceptable than the old, the result of which was the alteration which has been made in the form of export daily list since the 18th of January.

3. Since the matter has been brought to Mr. Dampier's notice, he has also personally made similar enquiries. From the replies made to these, as well as from the information given to his predecessor Mr. Dampier finds that to revert to the old forms precisely as they were would not give universal satisfaction to those interested, any more than the forms now in use can be said to give universal satisfaction. Some have pronounced an unqualified preference at any rate for the new form of import list. Others, while approving generally of a return to the old forms, have suggested alterations in various details.

4. The fact seems to be that no one form can be devised which would be accepted by all classes of those

interested in the lists as the best adapted for their purposes. The arrangement of the detailed information which would be most convenient for those whose business consists chiefly in the import or export of goods might not be the most convenient for the consignees of ships, and so on.

5. Although under these circumstances it will obviously be impossible exactly to suit all, Mr. Dampier desires to avail himself of the occasion to revise the forms entirely and to bring the lists into such a shape as would, on the whole, be most acceptable to the whole body of those interested. He thinks that this can best be done by a Committee of gentlemen who are familiar with the requirements of the different interests concerned. Should the Chamber of Commerce concur with him, he would ask them to nominate two or three gentlemen who would give their time and attention to the matter, in consultation with the Collector of Customs and one or two others to be hereafter nominated. The Chamber would probably think it proper that their nominees should represent the different classes of mercantile interests to which these daily lists may be made useful.

6. As regards the inaccuracies in the lists, of which the Chamber and others have complained, the Collector of Customs has pointed out the extreme difficulty of avoiding all errors in lists of this sort which cannot be made up until after business hours; and which sometimes cannot be ready for the Press till late at night, although it is an object to issue them as early as possible on the following day. The lists of *errata* in each day's list is published at the foot of the following day's issue. The Collector

however spares no pains to attain accuracy both in the daily lists and monthly tables, and it is hoped that they will be more and more free from errors as the establishments which have recently been re-organized become more familiar with the work.

It may be mentioned here that the Collector is also interested in the form which may be adopted for the daily lists, as affording materials for other official compilations, and no doubt the Committee would give due weight to this consideration among others.

7. Mr. Dampier regrets that the matter has remained so long without final settlement, and hopes that the course which it is proposed to adopt will bring it to a speedy and satisfactory conclusion.

## Over-payment of duty refund of which has been refused.

Another reference by a member of the Chamber has been made to the Committee against the action of the Collector of Customs, which they thought of sufficient importance to be taken up. Particulars will be found in the correspondence at foot. The question was referred by the Government for the opinion of the Legal Remembrancer, instead of, as is the Committee believe usual, to the Advocate General. Though the opinion given by the Government legal adviser is in favor of the Collector and the Board, the Committee are still of opinion that the Act

gives full power to the Customs authorities to grant the relief sought, and they have, therefore, addressed the Supreme Government on the subject.

*Chamber of Commerce to Government of Bengal.*

*Calcutta, 23rd March,* 1875.

The subject of the representation which the Committee of the Chamber of Commerce desire me to make has already been submitted for the consideration of the Lieutenant-Governor, but they request His Honor's permission to reopen it; as it not only affects the individual interests of the parties concerned in this particular instance and may affect the interests of others who may be similarly circumstanced on some future occasion, but the question of the right interpretation of a section of the Customs Law is therein involved.

The case is that of Messrs. Barlow and Co., merchants of this City, who imported certain merchandise and paid duty on an over-valuation, made in error by their assistant and whose mistake was not discovered by the appraising officer of Customs, although he had the invoice and samples for his information and guidance.

Four days afterwards Messrs. Barlow and Co. detected the error, and immediately applied for refund of excess duty, but the Collector disallowed the claim because the goods had been removed from the Custom House premises, basing his refusal on the 62nd Section of the Customs Act.

The Board of Revenue, on appeal, upheld the Collector's order; and the Lieutenant-Governor, on a further appeal and submission of the ruling of those authorities to His Honor, regretted his inability to amend the orders that had been passed.

The Committee of the Chamber respectfully request a rehearing of the matter, because in their judgment the same Act distinctly provides a remedy which is applicable to the case under consideration.

It is conceded that the 62nd Section of the Act allows no re-valuation of goods for duty after they have been removed from the Custom House ; but as regards under payment of duty due to Government and over payment by the merchant there are special provisions for the protection of both interests under Sections 185 and 186.

The former declares that—"When duty or other Customs dues or charges have been short levied through "inadvertence, error, or misconstruction on the part of "the officers of Customs : or when duty, after having "been levied has been erroneously refunded, the person "chargeable with the duty or charge so short levied, or "whom such refund has erroneously been made, shall "pay the deficiency or re-pay the amount paid to him in "excess, on demand being made within six months from "the date of the first assessment or making of the refund; "and it shall be lawful for the officers of Customs to "refuse to pass any goods belonging to such person until "the said deficiency or excess be paid or repaid."

The latter contains the following—"No duty or other "Customs dues or charges which shall have been charged

" and paid, and of which, or of a portion of which, re-
" payment is claimed in consequence of the same having
" been charged or paid under an erroneous construction
" of law, or *from other error*, shall be returned, unless
" such claim is made within six months from the date of
" such payment."

It appears to the Committee that these 2 sections were advisedly introduced into the Act for the special purpose of reciprocal protection—of guarding the public revenue, on the one hand, against deficiency of duty erroneously charged and received, and, on the other, of restoring to the merchant any overpayment of duty made in error.

The Committee apprehend that no other construction can be placed on the wording of those sections, and if their interpretation of the former section in favor of the Government is admitted their interpretation of the latter in favor of the merchant cannot be disputed. They contend that the language employed in both can have no other meaning than that which they attach to them, and which was unquestionably the intent and meaning of the authorities who introduced them into the Act; otherwise with what object were they embodied?

The case under submission completely meets the intention of the Act, *viz.*, that relief *shall* be given (within a specified time) where it can be legitimately claimed, and the Committee trust His Honor will, on a review of all the circumstances, be pleased to express his concurrence in the interpretation which they place on the Customs Act and declare his reversal of previous orders.

*From Govt. of Bengal to Chamber of Commerce,*

*Calcutta, 13th April,* 1875.

I am directed to acknowledge the receipt of your letter dated 23rd March, regarding the proper construction to be placed upon sections 62 and 186 of the Consolidated Customs Act VI of 1863, and in reply to forward, for the information of the Committee of the Chamber of Commerce, the accompanying copy of a letter* addressed by this Government to the Superintendent and Remembrancer of Legal Affairs on the subject, together with an extract, paragraphs 1 to 4 inclusive, from that officer's reply† .

* No. 833, dated 2nd April, 1875.

† No. 57, dated 7th April, 1875.

2. I am to say that, in view of the opinion expressed by the Legal Remembrancer, the Lieutenant-Governor is unable to modify the orders already passed rejecting Messrs. Barlow's application.

*From Government of Bengal to the Superintendent and Remembrancer of Legal Affairs.*

*Calcutta, 2nd April,* 1875.

I am directed to request that you will favour the Lieutenant-Governor with an expression of your opinion upon the true construction of section 62 read with section 186 of Act VI of 1863.

2. A mercantile firm imported certain goods, declared their value under section 26, and paid the duty accordingly. Some days later, and after the goods had been removed from the Custom House, the firm discovered

that in the declaration of value the goods had been over-valued in consequence of an erroneous description in the bill of entry; certain cases of coloured velvets, worth 8 annas a yard, having been therein described as silk-faced velvets, worth Rs. 1-6 per yard. The firm accordingly applied to the Collector of Customs for a refund of the excess duty erroneously paid. The Collector refused the request, on the ground that as the goods had been removed from the Custom House no re-valuation could be allowed under section 62 of the Act. The Board of Revenue upheld this order.

3. It is now represented by the Chamber of Commerce that section 186 authorizes the repayment of duty or other charges which have been paid under an erroneous construction of law, or from other error, if the claim be made within six months. The Chamber consider that this section authorizes the restoration to the merchant of any over-payment of duty made in error.

4. The point, therefore, upon which your opinion is requested is whether or not the relief given by section 186 is subject or not to the limitation prescribed by the concluding clause of section 62. In other words, is it open to a firm to claim, under section 186, a refund of duty paid in error, when such refund would involve a re-valuation of goods which were assessed for duty upon the declared value thereof, such goods having been removed from the Custom House before the claim to refund was made?

*Extract from a letter from the Officiating Superintendent and Remembrancer of Legal Affairs, to the Secretary to the Government of Bengal, Revenue Department*, No. 57, *dated Fort William, the 7th April* 1875.

PARA. 1.—With reference to your letter No. 833 of the 2nd instant, on the question as to whether or not the relief given by section 186 of Act VI of 1863 is subject to the limitation prescribed by the concluding clause of section 62, I have the honor to state as follows :—

2. I am of opinion that the decisions of the Collector of Customs and Revenue Board are quite correct.

3. By section 62 no re-valuation of goods is allowed after the goods shall have been removed from the Custom House, except in cases of "obvious error," where the consignee has *undervalued* his goods by accident. The present case is not one of the kind mentioned in section 37, and this is decisive of the question.

4. Section 186 is among the "miscellaneous provisions" of the Act. It clearly does not override any special procedure laid down in the previous sections, and must be taken as subject to section 62.

## Additional particulars required by the Collector of Customs in Shipping Bills and Bills of Entry.

The subjoined correspondence shows the action taken by the Committee on the subject of additional particulars required by the Collector of Customs in Bills of Entry. Such additions being in their opinion not only unnecessary for either

statistical purposes or for the due preservation and collection of Government revenue—but also imposing extra and useless work on merchants, and in this way impeding despatch of business, the Committee have protested against its continuance. Many of the particulars required, such as yardage of handkerchiefs, and weight of crockery and glass-ware, are also contrary to the usages of the trade, and importers are unable to render them; the returns therefore in many instances are given by mere guess work and are not to be trusted as a guide for statistical or other purposes.

*Collector of Customs to Chamber of Commerce.*

*Calcutta, 8th March,* 1875.

I have the honor to forward for the information of the Chamber copies of a notice and its accompaniments now being issued to the mercantile public, under orders of the Supreme Government, calling upon importers and exporters to furnish from the 1st April next the detailed particulars therein referred to in their shipping bills and bills of entry.

CUSTOM HOUSE NOTICE.

Under the orders of Government, notice is hereby given that on and after the 1st April next every importer and exporter of goods will be required to furnish in each bill of entry and shipping bill, and *in addition to all information now given*, full particulars as required by the annexed schedules A and B.

In the case of imports, the annexed amended form of bill of entry (C) must be used; all goods imported or exported must be accurately described under the headings or sub-headings of schedule A; and all particulars mentioned in the 1st and 2nd columns of that schedule must be given, thus:—For grey shirtings, *in addition to the number of pieces, width, length, and weight of cloth* (now given), the total number of *yards* must be stated, for drugs and medicines, *in addition to the value* (now given), the *weight* must be stated, and so on, in the terms of the schedule.

Further, importers and exporters will be required to state, whether the ship is a steamer or a sailing vessel, the flag it sails under, and whether it has passed, or is intended to pass, through the Suez Canal. With regard to goods free of duty, or liable to fixed duties according to weight or quantity, or to duties on fixed tariff valuations, every importer and exporter must declare the *real* value of the goods in accordance with the provisions of section 26, Act VI, 1863; and any misstatement on this point will render the declarer liable to the penalty prescribed by section 216 of that Act. In order to avoid any delay in the transaction of business at the Custom House, and to ensure correct returns, it will be necessary for every importer and exporter to present with each bill of entry or shipping bill a summary (in forms D or E, hereafter printed) of the goods composing his consignment, containing *only* such particulars as are required by schedules A and B.

All documents not filled up and presented strictly in accordance with the foregoing rules will be rejected for entry through the usual course; and detailed examina-

tion will be made of any goods respecting which the necessary information cannot be otherwise ascertained.

It is therefore requested that, to avoid the inconvenience of such examination, importers will at once communicate these rules to their correspondents, that full particulars, as required by the schedules, may in future be shewn in the invoices.

*From Chamber of Commerce to Collector of Customs.*

*Calcutta, 29th March,* 1875.

I have submitted your letter No. 397 of the 8th instant to the Committee of the Chamber of Commerce, by whom I am directed to communicate the following reply.

It is only a very short time since the forms to be used at the Custom House were altered at the request of Government and they have now again to be re-altered: these constant changes are not only annoying to merchants, but, as you will readily perceive, are real hindrances to the quick despatch of business, which is an essential point to both the importer and exporter.

The Notice which is appended, with other papers, to your letter bears date the 17th February, and in the last paragraph it is requested that importers will at once communicate to their correspondents the rules referred to in order that full particulars of their consignments, as required by the new forms of schedules, may in future be shewn in the invoices.

Under that notice importers are required to furnish the particulars on and after the 1st of next month—a condi-

tion which it is obviously impossible to observe; for with the promptest communication the end of May would be a more probable date of receipt of invoices filled up according to the schedule.

If the notice had been published sufficiently early to admit of the changes coming into force on the required date, importers would have had time to communicate with their correspondents and obtain what is wanted; but under existing circumstances it is simply impossible to comply with the orders of Government.

It follows therefore that the enforcement of the provisions of the last paragraph but one will be a most arbitrary proceeding, and the Committee of the Chamber desire to record their most emphatic protest against such peremptory dealing with the commercial public.

All invoices of piece goods and all bills of entry do already contain full information of the goods they profess to represent and the appraiser at the Custom House has full power by personal inspection to satisfy himself of the correctness of such representation.

As the present bills of entry contain all particulars as to length, width, and weight where necessary, the question of the yardage is only a matter of simple multiplication which the Committee think might just as well be done by the statistical department, towards the cost of which the mercantile community largely, if not entirely, contributes. The information the Committee believe is needed solely for Government statistics, and the Government, they submit, should employ a sufficiently intelligent department to give them this information without forcing

the merchant to do the work for them under threat of rejection of his application.

The Committee observe a new column has been introduced,—the "declared real value," and from the illustrating form which accompanies, this declared value is to be entered in the case of grey and tariffed goods, and not for bleached colored or *ad valorem* goods. In the case of these latter, the Committee fully agree with the implied orders of Government that it would be simply a repetition, as the price fixed on the goods by the importer at the time of entry represents the nett market value, and there is no need to burden bills of entry with duplicate entries. Grey and tariffed goods however stand on a very different footing. The trade in them is far larger, and the object in placing them on a tariff scale was evidently to avoid the constant disputes and delays that now take place in settling the price of the *ad valorem* goods, and still to give Government the same rate of duty in the long run on the one as they obtain on the others. The rate has therefore been fixed on the same principle on which the price at the place of production is quoted, *viz.*, value per lb. If this value be taken and duty be calculated thereon the Government declare that their requirements will be fully satisfied, and the reason of the introduction of this new element is inexplicable to the Committee except on the grounds of comparison and of satistics. If for the former the results will be misleading, for grey goods are imported and held for months, forming in this respect a strong contrast to bleached and colored goods, which are only in demand for a short time and are generally imported shortly before and not, as a rule, held over. If the information is wanted for statistical purposes the Committee sub-

mit that the invoice cost is the fairest entry to be made, as it can be at once checked by the appraiser who passes the goods and is a more convenient form for the returns of trade and navigation which are kept in English currency. The price at the time of entry is no guide to the price which may be realized at the time of sale six months subsequently. In bleached goods, &c., the entry value is very nearly identical with the selling price and the one is a fair approximation to the other. One other point however the Committee must press strongly on the Government, and which is that as the preservation and due collection of the Government revenue is not in the slightest degree affected by the return in this column, the figures that may be there given by importers are to be accepted without question and are not to form the subject of dispute between the importer and the Government officials of the Custom House, or to be used as a cause of delay in passing the goods through the usual channels; and further they must not be published.

With regard to the character of a vessel—whether a steamer or sailing ship—its flag, ports of departure and destination, all these particulars are already recorded at dates of entry for discharging and loading and at time of clearance; and the object of calling for these details in the notice is hardly perceptible.

It matters little to a casual importer or exporter whether the steamer or vessel by which he receives or ships his goods goes through the Suez Canal or touches at St. Helena or the Cape on her way home; what solely concerns him is whether his goods reach their destination in good order and in good time. These further particulars concern the

ship and the commander and should be furnished by him at time of entry or clearance. No conceivable object is to be gained by having these details repeated in every bill of entry for the whole outward and inward trade of the Port.

A copy of this letter is sent to the Chambers of Commerce of Manchester, Bombay, and Madras.

*From Collector of Customs to Chamber of Commerce.*

*Calcutta*, 15*th April*, 1875.

I have the honor to acknowledge receipt of your letter dated 29th ultimo received on 31st March on the subject of the notice, schedules and forms forwarded to you on the 8th. My reply has been delayed till now that I might have an opportunity of watching the working of the innovation.

2. I have now to observe with reference to the 2nd para of your letter that (with the exception of a change regarding a certain class of goods which was never made compulsory and has been adopted by only about 10 or 12 firms) alteration has only been made previously in one of the forms in use at the Custom House and that (in the amended form of declaration) was made not at the request of Government as stated by you, but by order of the Member in charge of Customs, Board of Revenue.

3. I quite admit that an alteration in the form of documents used at the Custom House may occasionally cause inconvenience to merchants who have a large stock of old forms and every effort is made to mitigate such inconvenience by allowing them to use up the old forms

after the necessary alteration has been made ; but if the new form be promptly adopted, it is not clear how its introduction proves, as stated in your letter, "a real hindrance to the quick despatch of business."

4. With respect to paras: 3 to 6 of your letter I have to state that the notice was issued as soon as possible after receipt of the Government orders. I am aware however that the time allowed to merchants for communications with their correspondents was short, and for that reason I had previously given instruction to relax the rules, as far as is consistent with obtaining a reasonably correct estimate of the required particulars until sufficient opportunity had been given to comply with the requirements of Government and that this period would extend till the end of May.

5. With regard to the 7th and 8th paras of your letter I have to point out that the schedules forwarded with the notice show that certain particulars are required which are not usually given in invoices, and to inform you that the Government orders on the subject direct that such particulars are to be filled in by importers and shippers; it is not open to me therefore to discuss the question whether or not the Customs Statistical Department should supply those details and these remarks will apply to your paras. 10. 11.

6. The 9th para: of your letter discusses the reasons for the introduction of the new column in the Bill of Entry, and with reference to this I would observe that it is obviously the wish of Government to obtain correct statistics of the real value of merchandize imported and exported. These could not be obtained were the fixed

Tariff values only to be declared; for, as your Committee must be aware, there are frequently very considerable differences between the Tariff and the market values.

7. It will also, I have no doubt, be evident to your Committee that the same objection applies to the declaration of invoice values which are sometimes below, and sometimes above the market rate on the day of importation.

8. To adopt the suggestion of the Committee and allow merchants to declare in the new column any value they choose, without fear of question, would simply be to render the record of so called real values worthless. The suggestion is directly opposed to both the letter and the spirit of Section 26 of Act. VI. of 1863, which invests the Collector with special powers to enable him to establish the correctness of such values and with reference to the last clause of the para: under notice I beg to state that it is not my intention to publish the values declared in the column for real value.

9. As far as the experience of the first fortnight goes the introduction of the new system has been attended with less friction than might reasonably have been expected. This shews that the mercantile community generally have recognised the object of, and responded to the Government requirements, a fact which I am glad to have the opportunity to acknowledge.

## Survey of the River Hooghly.

The accompanying reply from the Government of Bengal announces that the Committee's former

and subsequent recommendation that the river survey should be made by means of steamers instead of by the slow and useless sailing vessels hitherto employed has been favorably considered, and the desirable change in this respect will probably be introduced, and survey operations conducted with greater facilities than are possible under the present system.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 30th January,* 1875.

I am directed to acknowledge the receipt of your letter dated the 1st October 1874, regarding the surveying service of the River Hooghly, and in reply to say that a scheme proposed by the Master Attendant and the River Surveyor, for substituting steamers for the present sailing vessels of the River Survey Department, has been submitted by this Government, for the favorable consideration of the Government of India.

**Holidays to be observed at the Small Cause Court.**

The Mahomedan employés and suitors in the Court of Small Causes having petitioned the Lieutenant-Governor for the closing of the Court on certain festivals and holidays observed by their section of the community, His Honor was pleased to refer the subject for the opinion of your Committee, who concurred in the proposal

to allow 8 days, provided a week was deducted from the 30 days already allowed at the Doorga Poojah vacation.

The Mahomedans are undoubtedly entitled to some concession in this respect, and the Committee believe the proposal will satisfy the parties interested in the movement.

The Committee have since learnt from the newspapers that the Mahomedans are to have their holiday but that an equal deduction is to be made from the Doorga Poojah.

## The Merchant Shipping Act.

This subject was referred to in the President's address at the general meeting in January as having engaged the Committee's attention during the last half-year: and the following are their suggestions regarding some of the amendments proposed by the Government of Bengal.

The Chamber's letters referred to in the following paragraphs are contained in previous reports and are not therefore reprinted here.

The Bill as amended became Act IV of 1875.

*I.—For the amendment of Section* 71, *Act I of* 1859, *so as to enable the Shipping Master of a port to insist, not only, as at present, that sufficient provisions, water, and medicines are shipped, but also that there shall be a proper supply of boats, lights, and marine stores generally on board.*

The Committee are of opinion that there should be some legislative enactment defining the quantity to be estimated according to strength of crew and passengers, length of voyage, and other attendant circumstances, and that instead of leaving the interpretation of *sufficient stores* to the caprice or judgment of the Shipping Master alone, it would be desirable that the local Government should nominate a Standing Committee to decide in each case according to its merits.

*II.—For the amendment of Section* 13, *Act I of* 1859, *to compel every ship to carry properly certificated officers (masters, mates, and engineers.).*

This question was fully reported upon in the Chamber's letter to Government of 24th July 1872, which is here reproduced for reference : and the only additional provision now recommended is that any coasting vessel of over 200 tons carrying passengers should have at least one officer holding a master's certificate.

*III.—To empower by law the Shipping Master or other authorized officers at ports to refuse discharges of seamen, and to require owners and masters of vessels coming out with the intention of remaining in this country to provide a return passage for their seamen discharged here, or to make a deposit on their account.*

On this paragraph the opinion of the Chamber is not called for.

*IV.—To provide that when a seaman convicted of desertion is left behind in prison, the master of the vessel shall be bound to deposit his wages and effects in the Shipping Office, the Shipping Master having power to settle the master's claim. Also, that masters shall be bound to report desertions within* 48 *hours, even if the man is not caught, on pain of having to deposit money for his passage home.*

Assuming that this provision applies only to European or foreign seamen, and that it is not intended to be enforced in the case of lascars, the Chamber approves of the proposal.

*V.—To compel British vessels of all kinds to take distressed seamen and lascars from one Indian port to another, at rates to be fixed by authority.*

The Chamber is of opinion that while British vessels should be compelled to convey distressed seamen and lascars they should be fully remunerated for such service.

*VI.—To enlarge the constitution of Courts of Inquiry, and to define the power of Government to detain vessels in cases of collision.*

The following letter addressed to the Government of Bengal, dated 30th October 1872, expressed the Chamber's views on this subject, and the Committee have no further suggestions to offer.

*VII.—To effect the following amendment of Act XV. of* 1863 *:—*

1*st.—To enable a Board or Court of Inquiry appointed by the Government, instead of the Admiralty Court, to try*

*complaints involving loss of certificate for incompetency, when the certificate was given by the Board of Trade.*

2*nd.*—*To give power to the Government to enquire into wrecks of foreign vessels occurring on Indian shores.*

3*rd.*—*To give power to a local Government, other than that having jurisdiction in the place where a casualty occurs, to investigate if requested to do so.*

4*th.*—*Comparing Sections* 4 *and* 5 *of Act XV of* 1863, *to define the authority to whom a certificate, if suspended, should be given up: to the Court of Inquiry or to Government?*

5*th.*—*To define the mode of recovery of penalties imposed on a master under Section* 9.

6*th.*—*To define what amounts to the "gross misconduct" referred to in the Act.*

7*th.*—*To empower the Court to enforce the production of the ship's log by the master.*

8*th.*—*To clear up doubts as regards the relative jurisdiction of Government and the Admiralty Court.*

1. Sections 4 to 11 Chapter 2 of the Bill to amend the Act of 1859, propose to give this power to a Court appointed by Government, but the Committee of the Chamber are strongly of opinion that it should be retained solely by the Admiralty Court. The cancelling or suspending an officer's certificate involves the deprivation of the means of earning his bread for the period assigned, and the proceedings of Mofussil magistrates are not of such a

standard as to inspire confidence or make it desirable that they should be invested with larger powers than they already possess.

2. Sections 3 and 4 of the same chapter provide for making investigations in cases of wreck, &c., but the Committee of the Chamber are of opinion—as already expressed in their letter of 30th October 1872, above recorded—that any local enquiry should be preliminary and subject to a final inquiry by a duly constituted court.

3. Provided the inquiry is preliminary, as above, there is no objection to this amendment.

4.—The Committee contend that the Admiralty Court alone should have the power of suspending a certificate, and they are therefore of opinion that the custody of the certificate should rest with it.

5.—The recovery of penalties should be made by usual process of law, by prosecution before a magistrate.

6.—It is not easy to decide this question : other offences besides the obvious ones of drunkenness and tyranny may constitute "gross misconduct," and if omitted in the schedule some actions clearly of gross misconduct might go unpunished in consequence of such omission. It therefore seems to the Committee expedient to omit the definitions in the Act, and to let each case stand on its own merits and be judged of by surrounding circumstances.

7. The compulsory production of a ship's log should be a necessary provision of the law.

8. The Committee are of opinion that the power and jurisdiction of Government should be confined in case of loss or casualty to the preliminary inquiry, and the Admiralty Court to have the final disposal of the investigation.

*VIII.—To ensure a proper survey of ships.*

Upon this point the Committee of the Chamber addressed the Government of Bengal at considerable length in their letter dated 5th November 1873. That communication does not appear in the "Collection of Papers relative to the Amendment of the Mercantile Marine Law of India," it is therefore here given.

*IX.—To vest the Shipping Master with the powers of a Magistrate to enable him to deal with seamen's cases.*

The Committee are of opinion that the Shipping Master with his duties as Collector of Customs has a sufficient demand upon his time and attention without being weighted with the powers of a Magistrate and they see no reason for investing him therewith.

*X.—To enforce the compulsory invaliding of seamen found on arrival to be suffering from contagious diseases.*

This appears a judicious proposal, assuming that the invaliding is recommended by medical authority: but there is no provision suggested as to the disposal of the seamen so invalided.

*XI.—To refuse clearances to overloaded steamers.*

The Committee are unable to concur in this recommendation of Government, if the refusal to grant clearance

at the option of the Collector, who can have no practical knowledge of the matter, which is rather one of unseaworthiness and is dealt with on the Chamber's letter of 5th November 1873, above.

*XII.—To enforce the provision of more accommodation for seamen than is allowed by Section* 70 *of Act I of* 1859.

The Committee are of opinion that it is not in the capacity of any local Government to amend the provisions made by the Board of Trade as regards British ships. Indian vessels however might be dealt with, and probably 10 superficial or 60 cubic feet would be found ample accommodation.

*XIII.—To define more precisely the powers of a Shipping Master or his deputies in regard to the inspection of ships.*

These powers should undoubtedly be more precisely defined; and as far as regards inspection of accommodation and provisions the Shipping Master should have them, but upon points of seaworthiness the Committee are of opinion—as expressed in their letter of 5th November 1873—that the duty should be discharged by the Port Commissioners.

The last point to notice is the proposal of the Government of Bombay that the State should not be burdened with the cost of providing passages for shipwrecked passenvers, and the Committee are of opinion that the attendant expenses should fall on the owners or hirers of the vessels concerned.

## Hooghly Bridge Tolls.

A deputation waited on His Excellency the Viceroy and presented the following address. The matter was fully discussed, but beyond an assurance that the Government was cognizant of the undue incidence of the tolls, and a promise that the question would be carefully considered when they had more experience in the working of the bridge, His Excellency was unable to give any more definite reply at the time.

*Calcutta, 15th March,* 1875.

To His Excellency
The Right Hon'ble Thomas George Baring,
Baron Northbrook, of Stratton, G. M. S. I.,
*Viceroy and Governor General of India.*

MAY IT PLEASE YOUR EXCELLENCY,

We feel it to be our duty to represent for your Lordship's consideration the injurious effects upon trade, and upon the community at large, of the legislative enactment known as the Hooghly Bridge Act.

Four years ago a Bill was introduced in the Legislative Council of the Lieutenant-Governor of Bengal for the construction of a Bridge across the Hooghly between Calcutta and Howrah; and, after various amendments, it became Act IX. of 1871, having received the assent of the Lieutenant-Governor on the 3rd June of that year and of the Governor General of India on the 17th of the

same month. The construction of the Bridge was thereupon commenced, and in October last the long projected scheme was successfully accomplished.

On the 22nd December, the following advertisement was published :—

## EAST INDIAN RAILWAY.

### HOOGHLY BRIDGE TOLLS.

*The public are informed that on and from 1st January* 1875, *the rates for Goods of all kinds (including Coal and other Minerals) booked to and from Calcutta and Howrah Stations will be one Rupee per hundred maunds higher than those hitherto charged, that being the toll payable for the Hooghly Bridge under Act of Bengal Legislative Council.*

*As soon as satisfactory arrangements are made for the working of the Bridge, the Calcutta Station at Armenian Ghât will be closed. Of this due notice will be given.*

CECIL STEPHENSON.

*Calcutta, 21st December,* 1874.

The advertisement was in conformity with the 4th Section of the Act, which provides as follows :—

"*Towards meeting the charges incurred in the construction and maintenance of the said bridge and approaches the Lieutenant-Governor of Bengal may levy, or cause to be levied, from the date of the opening of the said bridge for traffic, the following fees on goods and passengers conveyed on the Railway of the East Indian Railway Company into and from the station at Howrah, viz—*

| | | | |
|---|---|---|---|
| *On every maund of goods* | ... | ... 2 | *pie.* |
| *On every passenger* | ... | ... 3 | „ |

*Provided that the said Lieutenant-Governor may at any time lower the said fees, and may also exempt any goods or any passengers from payment of the said fees.*"

On the appearance of the above advertisement, the representatives of Coal and Steamer Companies separately represented to the Lieutenant-Governor the pernicious effects, on their industries, of a tax which must fall, with exceptional severity, on a low priced article like coal, and they applied for its exemption from the tax. But the applications were unsuccessful, His Honor being of opinion that the fees leviable under the Act were indispensable for the purposes of the Bridge, and that under existing circumstances no proposal for revising the law could be entertained. The correspondence is hereto annexed for Your Excellency's information.

The unfavorable result of the applications to the Lieutenant-Governor compels us to appeal to Your Excellency for a reconsideration of some of the provisions of the Bill.

When the Bill was considered in the Council of the Lieutenant-Governor on the 15th April 1871, His Honor the President proposed the Section above quoted, declaring its adoption to be essential to obtaining for the Government of India some collateral security, beyond the ordinary tolls, for the funds they were willing to advance for constructing the Bridge, and although the Select Committee of the Council, the Port Commissioners, and the Chamber of Commerce, expressed opinions adverse to that provision of the Bill, the Section was placed before the Council as an indispensable condition for the prosecution of the work.

The Section was strenuously opposed by the Commercial Members of the Council, who contended that the principle upon which it was based was utterly unjustifiable, unheard of in legislation, and opposed to all legitimate principles of taxation; and that to levy a uniform charge on weight irrespective and regardless of value, and that too on merchandise which derived no conceivable advantage from the proposed scheme, was doing violence to common justice and equity.

A motion was made to omit that obnoxious section from the Bill, and the Council divided, with the following result :—Messrs. Robinson, Schalch, Wordie and Wyman supporting it; Baboo Digumber Mitter, Moulvie Abdool Luteef, Mr. Bayley and Mr. Thompson,—Secretaries to Government—the Advocate General, and the President opposing the motion, which was consequently negatived by almost purely official votes.

We now proceed to place before Your Excellency the objections to which, in our judgment, the section of the Bill is open.

The trade of this city is conducted by various channels; *viz.*, railways, steamers, and numberless country boats; and while we receive and despatch enormous quantities of country produce and imported merchandise by the East Indian Railway from and to the districts traversed by that line, we are supplied by the Eastern Bengal Railway, by steamers, and native boats, with the staple produce of the Eastern Districts of Bengal, of Assam, Sylhet, and Cachar, and by the same agency we meet the requirements of those places.

Admitting that the bridge is a local, and not an imperial, requirement, and that the outlay should be defrayed from local, and not imperial, means, it follows that the burden of the charge should reasonably fall on all and not a portion only of the commercial interests advantaged thereby, and there is no reason why merchandise conveyed by the East Indian Railway should alone be singled out for taxation.

The objection which we next bring to Your Excellency's notice is the faulty application of the tax for covering the cost of the Hooghly Bridge.

To levy a uniform rate on articles of great bulk and small value and on articles of small bulk and great value is, we submit, a procedure opposed to all accepted principles of taxation; and not only so, but the tax falls indiscriminately on merchandise which needs the aid of a bridge and may utilise that accommodation, as well as on merchandise which not only does not require or use it, but the transport of which to its ultimate destination is of necessity dependent on other means of conveyance.

We have prepared for Your Excellency's reference a statement exhibiting the upward and downward traffic of the East Indian Railway for the year ended 31st December 1874; we solicit a consideration of its contents; and are persuaded that the levy of fees as authorised by the Act will strikingly illustrate the unequal incidence of taxation on the various classes of goods which are to contribute towards the charges of the Bridge.

Dealing with the downward traffic only,
amounting to ... maunds 147,69,474
the fees, at 1 Rupee per 100 maunds would
come to ... ... Rs. 147,694
and of that sum coal, valued at 25 lacs,
would pay ... ... ... „ 85,071
and all other articles valued at 1,200 lacs
would contribute ... ... „ 62,623.

Or in other words a single article the value of which is *one-fiftieth* part of the value of all pays nearly *fifty-seven* per cent of all the fees.

Again, if coal—the cheapest article—is compared with opium,—the dearest article—the position of the former is still more remarkably exemplified, the values respectively being 25 lacs and 556 lacs, and the fees payable being Rs. 85,071 by the former and Rs. 1,710 by the latter, or at the rate, on those values, of Rs. 3,400 per lac of coal and 3 rupees per lac of opium.

So also with the values of coal, tea and silk; averaging 25 lacs each, the first pays 57 per cent, the second $\frac{1}{18}$ per cent, and the third $\frac{1}{185}$ per cent, of the fees: coal contributing 185 times as much as tea, and more than 1,000 times as much as silk.

We submit to your Excellency that the maintenance of a tariff so unequal and anomalous cannot fail to be injurious to commercial interests.

Adverting to the pledge given by His Honor the President, in his speech in Council on 13th May 1871, that

if a sufficient sum could be raised by direct tolls on the bridge under Section 3, which should be taken as the primary and first source of supply, the terminal charge leviable under Section 4 should be taken as a secondary source of supply,—we are prepared to state that a large portion of the annual charge, estimated by Sir Richard Temple at £25,000, will be realised by direct pontage ; for during the first week of last January the sum of 2,000 Rupees was collected from passengers and vehicles, equal to about one lac for 12 months ; and this source of revenue will, in all probability, increase ; merchandise, too, will largely contribute ; and, supplemented by the offer by the East Indian Railway Company of £15,000 per annum—which we may fairly assume was made with the view to protect their traffic from any diminution in consequence of the terminal charge—the aggregate receipts from these sources will amply suffice to discharge all required expenditure.

We trust that Your Excellency, taking into consideration the facts and arguments herein stated, will see fit to remove the terminal charge entirely, or if some charge be found necessary for the security of Government to adapt it to the respective values of all articles of traffic.

*Upward Traffic, East Indian Railway for the year* 1874.

| | From Howrah. Tons. | From Calcutta. Tons. | Total Tons. | Total Maunds. | Value. Rupees. | Fees to pay. | Per-centage of fees. |
|---|---|---|---|---|---|---|---|
| Beer ... ... ... | 6,447½ | 2,129½ | 8,577 | 2,31,579 | 5,78,948 | 2,316 | 1·46 |
| Betelnuts and leaves ... | 3,420 | 90 | 3,510 | 94,770 | 2,84,310 | 948 | ·57 |
| Brass and Brassware ... | 848½ | 113½ | 962 | 25,974 | 12,98,700 | 260 | ·15 |
| Copper and Copperware ... | 1,317 | 167 | 1,484 | 40,068 | 24,06,080 | 401 | ·24 |
| Ghee and Oil ... ... | 991½ | 270 | 1,261½ | 34,047 | 4,08,564 | 340 | ·20 |
| Government Bullock train ... | ..... | 643 | 643 | 17,361 | 17,36,100 | 173 | ·10 |
| Government Stores ... | 3,369 | 267 | 3,636 | 98,172 | 1,96,340 | 982 | ·59 |
| Grains ... ... ... | 4,06,110½ | ..... | 4,06,110½ | 1,09,64,970 | 2,19,29,940 | 1,09,650 | 66·37 |
| Gunny Bags ... ... | 5,570 | ..... | 5,570 | 1,50,390 | 18,04,680 | 1,504 | ·91 |
| Iron ... ... ... | 14,837 | 640½ | 15,477½ | 4,17,906 | 16,71,624 | 4,179 | 2·53 |
| Piece Goods ... ... | 30,578 | 3,252½ | 33,830½ | 9,13,437 | 5,66,33,044 | 9,134 | 5·53 |
| Railway materials ... ... | 38,943 | 15½ | 38,958½ | 10,51,893 | 52,59,465 | 10,519 | 6·36 |
| Salt ... ... ... | 55,881½ | ..... | 55,881½ | 15,08,814 | 60,35,256 | 15,088 | 9·13 |
| Silk ... ... ... | 33 | 88 | 121 | 3,267 | 15,68,160 | 33 | ·02 |
| Spelter and Zinc ... ... | 862½ | 5½ | 868 | 23,436 | 2,10,924 | 234 | ·14 |
| Timber ... ... ... | 1,828 | ..... | 1,828 | 49,356 | 1,97,424 | 494 | ·30 |
| Turmeric ... ... | 1,281 | 21 | 1,302 | 35,154 | 1,40,616 | 352 | ·21 |
| Wines and Spirits ... ... | 557 | 2,077½ | 2,634½ | 71,145 | 42,68,700 | 711 | ·43 |
| Miscellaneous ... ... | 22,917 | 6,229 | 29,146 | 7,86,942 | 39,34,710 | 7,869 | 4·76 |
| Total ... | 5,95,792 | 16,009½ | 6,11,801½ | 1,65,18,681 | 11,05,63,585 | 1,65,187 | 100 |

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*Downward Traffic, East Indian Railway for the year* 1874.

| | To Howrah. Tons. | To Calcutta. Tons. | Total Tons. | Total maunds. | Value. Rupees. | Fees to pay. | Per-centage of fees. |
|---|---|---|---|---|---|---|---|
| Coal ... ... ... | 3,11,925 | 2½ | 3,11,927½ | 85,07,116 | 24,95,420 | 85,071 | 57 |
| Cotton ... ... ... | 6,413 | 5 | 6,418 | 1,75,039 | 28,30,382 | 1,750 | 1¼ |
| Grains ... ... ... | 52,466 | 7½ | 52,478½ | 14,31,226 | 42,50,353 | 14,312¼ | 10 |
| Hides ... ... ... | 19,550 | 117 | 19,667 | 5,36,373 | 1,65,20,280 | 5,363¾ | 3¾ |
| Indigo ... ... ... | 441½ | 661½ | 1,103 | 30,077 | 74,43,562 | 300¼ | —¼ |
| Lac-dye and shell ... ... | 3,214 | 1,304 | 4,518 | 1,23,207 | 54,93,401 | 1,232 | 1 |
| Oils ... ... ... | 2,782 | 119 | 2,901 | 79,122 | 7,83,310 | 791¼ | —½ |
| Opium ... ... ... | ..... | 6,269½ | 6,269½ | 1,70,987 | 5,56,50,400 | 1,710 | 1¼ |
| Saltpetre ... ... | 12,680 | ..... | 12,680 | 3,45,824 | 18,76,640 | 3,458¼ | 2½ |
| Seeds ... ... ... | 80,725 | ..... | 80,725 | 22,01,588 | 87,18,300 | 22,016 | 15 |
| Silk ... ... ... | ..... | 300½ | 300½ | 8,193 | 24,51,876 | 82 | —$\frac{1}{16}$ |
| Sugar .. ... ... | 3,101 | 19½ | 3,120½ | 85,102 | 8,42,500 | 851 | —½ |
| Tea ... ... ... | 1,324 | 362 | 1,686 | 45,989 | 27,31,826 | 460 | —$\frac{5}{16}$ |
| Miscellaneous ... ... | 33,279 | 4,473 | 37,753 | 10,29,630 | 1,13,25,930 | 10,296¼ | 7 |
| Total ... | 5,27,900½ | 13,641 | 5,41,547½ | 1,47,69,473 | 12,34,14,180 | 1,47,694 | 100 |

## Funds of the Chamber.

The half-yealy balance of the Funds of the Chamber amounts to Rs. 1,439-15-3 exclusive of Rs. 10,000 in 4 per cent Government Securities.

J. C. MURRAY,
*President.*

# APPENDIX.

# FUNDS OF THE CHAMBER.

*Statement of the Funds of the Bengal Chamber of Commerce from 1st November 1874 to 30th April 1875.*

| | | Rs. | A. | P. | | | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|---|---|
| To Balance of last half-year's account .. | | 646 | 4 | 6 | By Balance of 31st October 1874 : | | | | |
| „ Office Rent ... ... ... | | 900 | 0 | 0 | Cash in Bank of Bengal ... | 20 5 1 | | | |
| „ Establishment ... ... | | 7,153 | 0 | 0 | Government Paper ... | 12,000 0 0 | | | |
| „ Charges General ... ... | | 5,364 | 14 | 7 | | | 12,020 | 5 | 0 |
| | | 14,064 | 3 | 1 | „ net proceeds of sale of 4 per cent. Government Paper for Rs. 2,000 ... | | 2,098 | 13 | 4 |
| „ Government Paper sold as per contra. | | 2,000 | 0 | 0 | | | | | |
| „ Balance— | | | | | „ Subscriptions ... ... | 7,952 0 0 | | | |
| Cash in Bank of Bengal | 20 5 0 | | | | „ Receipts from Price Current | 5,075 0 0 | | | |
| „ in hand ... | 1,419 10 3 | | | | „ Interest on Government Paper for Rs. 10,000 ... | 200 0 0 | | | |
| | 1,439 15 3 | | | | | | 13,227 | 0 | 0 |
| Government Paper ... | 10,000 0 0 | | | | „ Sundries ... ... | ... ... | 158 | 0 | 0 |
| | | 11,439 | 15 | 3 | | | | | |
| Rupees | | 27,504 | 2 | 4 | Rupees | | 27,504 | 2 | 4 |

CALCUTTA,
30th April 1875.

E. E.

H. W. I. WOOD,
*Secretary.*

**TONNAGE SCHEDULE** for the PORT OF CALCUTTA, adopted at a Special General Meeting of the Bengal Chamber of Commerce, held on the 12th February 1872, with effect from 1st September 1872, except as regards the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhea, Safflower, and other articles similarly packed, which, under the Chamber's Resolution of 14th June 1872 had effect from 1st July 1873.

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Aloes, in bags and boxes ... ... | 20 | ..... |
| Alum, in ditto ... ... | 20 | ..... |
| Aniseed, in bags ... ... | 8 | ..... |
| Arrowroot, in cases ... ... | ..... | 50 |
| Arsenic, in bags or cases ... ... | 20 | ..... |
| Asafœtida, in bags and boxes ... | 20 | ..... |
| Apparel, in boxes ... ... | ..... | 50 |
| Bark, in bags ... ... | 8 | ..... |
| Bees' Wax ... ... | 20 gross | |
| Barilla ... ... | 20 | ..... |
| Betel-nut ... ... | 20 | ..... |
| Books ... ... | ..... | 50 |
| Borax ... ... | 20 | ..... |
| Bran ... ... | 14 | ..... |
| Brimstone ... ... | 20 | ..... |
| Bullion ... ... | at per cent. | |
| Cake-lac, in bags ... ... | 16 | ..... |
| Camphor, in cases ... ... | ..... | 50 |
| Cardamoms, in robins ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Cassia, in boxes ... ... | ..... | 50 |
| ,, bags ... ... | 12 | ..... |
| Castor Seed ... ... | 15 | ..... |
| Chillies, (dry) in bags ... ... | 8 | ..... |
| China Root, in bags ... ... | 11 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Chiretta ... ... | ..... | 50 |
| Churrah ... ... | 14 | ..... |
| Cigars ... ... | ..... | 50 |
| Cloves, in bags ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Coals ... ... | 20 | ..... |
| Cochineal ... ... | ..... | 50 |
| Coffee, in bags ... ... | 18 | ..... |
| ,, casks ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Coral, rough ... ... | 20 | ..... |
| Coir, loose and unscrewed ... ... | 12 | ..... |
| Copras, or Cocoanut Kernel ... ... | 14 | ..... |
| Coriander Seed ... ... | 12 | ..... |
| Cotton ... ... | ..... | 50 |
| Cowries ... ... | 20 | ..... |
| Cummin Seed ... ... | 8 | ..... |
| ,, Black ... ... | 8 | ..... |
| Cutch, in bags ... ... | 18 | ..... |
| Dates, wet ... ... | 20 | ..... |
| ,, dry ... ... | 16 | ..... |
| Dholl ... ... | 20 | ..... |
| Elephants' Teeth in bulk ... ... | 20 | ..... |
| Furniture ... ... | ..... | 50 |
| Garlic and Onions ... ... | 12 | ..... |
| Ginger ... ... | 16 | ..... |
| Gram ... ... | 20 | ..... |
| Gums, in cases ... ... | ..... | 50 |
| Gunny Bags and Gunny Cloth ... | ..... | 50 |
| Gunjah ... ... | ..... | 50 |
| Hemp ... ... | ..... | 50 |
| Hides, Buffalo, or Cow, cured ... | 14 | ..... |
| Hoofs, Horn Shavings and Tips ... | 20 | ..... |
| Horns, Cow, Buffalo, or Deer ... | 20 | ..... |
| India Rubber, in bags ... ... | 16 | ..... |
| ,, in cases ... ... | ..... | 50 |
| Indigo ... ... | ..... | 50 |
| Iron ... ... | 20 | ..... |
| Jute ... ... | ..... | 50 |
| Jute Cuttings ... ... | ..... | 50 |
| Lac Dye ... ... | ..... | 50 |
| Lard ... ... | 20 gross. | |
| Linseed ... ... | 20 | ..... |
| Mace ... ... | ..... | 50 |
| Machinery ... ... | 20 | ..... |
| Metals ... ... | 20 | ..... |
| Mathie Seed ... ... | 18 | ..... |
| Mirabolams ... ... | 16 | ..... |
| Molasses ... ... | 2 puncheons or 4 hhds. | |
| Mother o'Pearl, in bags ... .. | 20 | ..... |
| ,, chests ... ... | 20 | ..... |
| Munjeet ... ... | ..... | 50 |
| Mustard or Rape Seed ... ... | 20 | ..... |
| Niger Seed ... ... | 20 | ..... |
| Nutmegs, in cases or casks ... ... | ..... | 50 |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Nux Vomica ... ... | 16 | ..... |
| Oats ... ... | 16 | ..... |
| Oil, in cases ... ... | ..... | 50 |
| „ casks ... ... | 4 hhds. | |
| Opium ... ... | per chest | |
| Paddy ... ... | 16 | ..... |
| Palmatine, in bags ... ... | 16 | ..... |
| Peas ... ... | 20 | ..... |
| Pepper, Long ... ... | 12 | ..... |
| „ Black ... ... | 14 | ..... |
| Planks and Deals ... ... | ..... | 50 |
| Poppy Seed ... ... | 20 | ..... |
| Putchuck ... ... | 10 | ..... |
| Rags ... ... | ..... | 50 |
| Raw Silk, in bales ... ... | 10 | ..... |
| Rattans for dunnage ... ... | 20 | ..... |
| Red Wood, ditto .. ... | 20 | ..... |
| Rhea ... ... | ..... | 50 |
| Rice ... ... | 20 | ..... |
| Rope, in coils ... ... | ..... | 50 |
| „ Lines and Twines, in bundles ... | 16 | ..... |
| Rum, in casks ... ... | 2 puncheons or 4 hhds. | |
| Safflower ... ... | ..... | 50 |
| Sago, in cases ... ... | ..... | 50 |
| Sal-amoniac, in bags ... ... | 20 | ..... |
| „ boxes ... ... | 20 gross. | |
| Saltpetre ... ... | 20 | ..... |
| Salt ... ... | 20 | ..... |
| Sapan Wood for dunnage ... ... | 20 | ..... |
| Sealing Wax, in cases ... ... | ..... | 50 |
| Seed-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |
| Senna ... ... | ..... | 50 |
| Shells, rough, in bags ... ... | 20 | ..... |
| Shell-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |
| Silk Chussum ... ... | ..... | 50 |
| „ Waste ... ... | ..... | 50 |
| Silk Piece Goods ... ... | ..... | 50 |
| Skins ... ... | 14 | ..... |
| Soap, country, in cases ... ... | ..... | 50 |
| „ bags ... ... | 15 | ..... |
| „ bar ... ... | 20 | ..... |
| Stick Lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Sugar ... ... | 20 | ..... |
| Tallow, in cases or casks ... ... | 20 | ..... |
| Talc ... ... | 20 | ..... |
| Tamarinds, in cases or casks.. ... | 20 | ..... |
| Tapioca ... ... | ..... | 50 |
| Tea ... ... | ..... | 50 |
| Teel Seed ... ... | 20 | ..... |
| Timber, round ... ... | ..... | 40 |
| ,, squared ... ... | ..... | 50 |
| Tincal ... ... | 20 | ..... |
| Tobacco, in bales ... ... | 16 | ..... |
| Tortoise Shells, in chests ... ... | ..... | 50 |
| Turmeric ... ... | 16 | ..... |
| Wheat ... ... | 20 | ..... |
| Wool ... ... | ..... | 50 |

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight ; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term " dead weight" shall be understood to mean the following articles :—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

*Secretary.*

## SCHEDULE OF COMMISSION CHARGES,

*Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18th June 1861,—with effect from 1st January 1862.*

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| | | | |
|---|---|---|---|
| 1. | On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... ... | 1 | per cent. |
| 2. | On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... | 2½ | ,, |
| 3. | On purchasing ditto when funds are provided by the Agent ... ... ... | 5 | ,, |
| 4. | On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... | 5 | ,, |
| 5. | On returns for Consignments if made in produce ... | 2½ | ,, |
| 6. | On returns of Consignments if in Bills, Bullion, or Treasure ... ... ... | 1 | ,, |
| 7. | On accepting Bills against Consignments ... | 1 | ,, |
| 8. | On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... | 2½ | , |
| 9. | On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. | half com. | |
| 10. | On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent ... | 2½ | per cent. |
| 11. | On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other Commission is derived ... ... | 2½ | ,, |

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ per cent.
13. On *del-credere* or guaranteeing the due realization of sales ... ... ... 2½ ,,
14. On the management of Estates for Executors or Administrators ... ... 2½ ,,
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... ... 2½ ,,
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive 5 ,,
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings .. ... 5
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ ,,
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... ... 2½ ,,
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. 5 ,,

If Opium, Indigo, Raw Silk, or Silk Piece Goods... 2½ ,,
If Treasure, Precious Stones, or Jewellery ... 1 ,,

22. On effecting Insurances, whether on lives or property ... .. · ... ½ per cent.
23. On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium ... ... ... 2½ „
24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... ... 1 „
25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
    Or if recovered by such means ... ... 5 „
26. On Bills of Exchange returned dishonored ... 1 „
27. On collecting House Rent ... ... 2½ „
28. On ship's Disbursements ... ... 2½ „
29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „
30. On granting Letters of Credit ... ... 1 „
31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another ... ... ½ „
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ½ „
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. has been charged ... ... ... ½ „

☞ Brokerage when paid is to be separately charged.

H. W. I. WOOD,

*Secretary.*

# MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto A. and Co.
Apcar and Co.
Argenti, Schilizzi and Co.
Ashburner and Co.
Anderson, Wright and Co.
Balfour, J. *Offg. Agent, Oriental Bank Corporation*
Barlow and Co.
Begg, Dunlop and Co.
Bloch, J., *Offg. Manager, Comptoir D' Escompte de Paris.*
Borradaile, Schiller and Co.
Buskin, E. G.
Calder, G. L., *Offg. Agent of the Eastern Bengal Railway Company.*
Carlisles Nephews and Co.
Cochrane, S. *Manager, Agra Bank, Limited.*
Colvin, Cowie and Co.
Crooke, Rome and Co.
Cox, Henry S.
Cohn Brothers and Co.
DeSouza, Thos. and Co.
Duncan Brothers and Co.
Dwarkanath Dutt and Co.
Ede and Hobson.
Ernsthausen and Oesterley.
Ewing and Co.
Elliott, John and Co.
Ezra, E. D. I.
Fergusson, J. H. and Co.
Finlay, Muir and Co.
Gisborne and Co.
Graf and Banziger.
Graham and Co.
Grindlay and Co.
Gubbay, Elias S.
Henderson, George and Co.
Heilgers, F. W. and Co.
Hoare, Miller and Co.
Huber and Co.
Jardine, Skinner and Co.
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
Kerr, Tarruck and Co.
Lamouroux and Co.
Longmuir, T. *Manager, Delhi and London Bank, Limited.*
Lovell, H. P., *Supdt., P. & O. Steam Navigation Company.*
Mackillican, J. and Co.
Macallister, R. and Co.
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macneill and Co.
Macknight, Anderson and Co.
Moran, W. and Co.
Manockjee Rustomjee.
Morriss, E., *Agent, Hong-Kong and Shanghai Banking Corporation.*
Pearce, Macrae and Co.
Petrocochino Brothers.
Prawnkissen Law and Co.
Ralli Brothers.
Ralli and Mavrojani.
Reinhold and Co.
Robert and Charriol.
Rentiers and Co.
Robinson, S. H.
Reid, J. M., *Agent, Chartered Mercantile Bank of India, London, and China.*
Sagrandi, J. P.
Simpson J., *Agent, Chartered Bank of India, Australia and China.*
Steel, McIntosh and Co.
Schlaepfer, Putz and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Sassoon, David and Co.
Shaw, Finlayson and Co.
Thomas, J. and Co.
Turner, Morrison and Co.
Toulmin, L. W. and Co.
Tamvaco and Co.
Tambaci, Paul and Co.
Ullmann, Hirschhorn and Co.
Valetta N, J. and Co.
Weinholt Brothers.
Wilson, H. F.
Windram, J. *Manager, National Bank of India.*
Whitney Brothers and Co.
Williamson Brothers and Co.
Wiseman, Mitchell, Reid and Co.
Yule, Andrew and Co.

## RULES AND REGULATIONS

OF THE

# BENGAL CHAMBER OF COMMERCE.

*First* .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

*Second*.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

*Third*.....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

*Fourth*....That candidates for admission as members of the Chamber shall be proposed and seconded by two members, and may

be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

*Fifth*.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

*Sixth* ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

*Seventh*...That the business and funds of the Chamber shall be managed by a Committee of not less than five nor more than seven Members, including the President and Vice-President, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Three to form a quorum.

*Eighth*.... Annual elections of President, Vice-President, and members of the Com-

mittee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

☞ *It is specially requested that before a Member is returned to serve on the Committee his nominator shall have ascertained his willingness to accept office in the event of his election by voting cards.*

*Ninth...* That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

*Tenth*... Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

*Eleventh.* That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

*Twelfth.* That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

*Thirteenth.* That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

*Fourteenth.* That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

*Fifteenth.* That General Meetings of the Chamber shall be held at such times as the Com-

mittee may consider convenient for the despatch of business.

*Sixteenth.* That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

*Seventeenth.* That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.

*Eighteenth.* That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

*Nineteenth.* That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

*Twentieth.* That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

*Twenty-first.* That the Chamber reserves to itself the right of expelling any of its members;

such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

*Twenty-second.* That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

*Twenty-third...* That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

*Cones and Co., No. 19, Loll Bazar.*

# APPENDIX.

# FUNDS OF THE CHAMBER.

*Statement of the Funds of the Bengal Chamber of Commerce from 1st November 1874 to 30th April 1875.*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rs. | A. | P. | | | | Rs. | A. | P. |
| To | Balance of last half-year's account .. | | | 646 | 4 | 6 | By | Balance of 31st October 1874 : | | | | |
| „ | Office Rent ... ... ... | | | 900 | 0 | 0 | | Cash in Bank of Bengal ... | 20 5 1 | | | |
| „ | Establishment ... ... | | | 7,153 | 0 | 0 | | Government Paper ... | 12,000 0 0 | | | |
| „ | Charges General ... ... | | | 5,364 | 14 | 7 | | | | 12,020 | 5 | 0 |
| | | | | 14,064 | 3 | 1 | „ | net proceeds of sale of 4 per cent. Government Paper for Rs. 2,000 ... | | 2,098 | 13 | 4 |
| „ | Government Paper sold as per contra. | | | 2,000 | 0 | 0 | | | | | | |
| „ | Balance— | | | | | | „ | Subscriptions ... ... | 7,952 0 0 | | | |
| | Cash in Bank of Bengal | 20 5 0 | | | | | „ | Receipts from Price Current | 5,075 0 0 | | | |
| | „ in hand ... | 1,419 10 3 | | | | | „ | Interest on Government Paper for Rs. 10,000 ... | 200 0 0 | | | |
| | | 1,439 15 3 | | | | | | | | 13,227 | 0 | 0 |
| | Government Paper ... | 10,000 0 0 | | | | | „ | Sundries ... ... | ... ... | 158 | 0 | 0 |
| | | | | 11,439 | 15 | 3 | | | | | | |
| | | | Rupees | 27,504 | 2 | 4 | | | Rupees | 27,504 | 2 | 4 |

CALCUTTA,
30th April 1875.

E. E.

H. W. I. WOOD,
*Secretary.*

**TONNAGE SCHEDULE** for the PORT OF CALCUTTA, adopted at a Special General Meeting of the Bengal Chamber of Commerce, held on the 12th February 1872, with effect from 1st September 1872, except as regards the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhea, Safflower, and other articles similarly packed, which, under the Chamber's Resolution of 14th June 1872 had effect from 1st July 1873.

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Aloes, in bags and boxes ... ... | 20 | ..... |
| Alum, in ditto ... ... | 20 | ..... |
| Aniseed, in bags ... ... | 8 | ..... |
| Arrowroot, in cases ... ... | ..... | 50 |
| Arsenic, in bags or cases ... ... | 20 | ..... |
| Asafœtida, in bags and boxes ... | 20 | ..... |
| Apparel, in boxes ... ... | ..... | 50 |
| Bark, in bags ... ... | 8 | ..... |
| Bees' Wax ... ... | 20 gross | |
| Barilla ... ... | 20 | ..... |
| Betel-nut ... ... | 20 | ..... |
| Books ... ... | ..... | 50 |
| Borax ... ... | 20 | ..... |
| Bran ... ... | 14 | ..... |
| Brimstone ... ... | 20 | ..... |
| Bullion ... ... | at per cent. | |
| Cake-lac, in bags ... ... | 16 | ..... |
| Camphor, in cases ... ... | ..... | 50 |
| Cardamoms, in robins ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Cassia, in boxes ... ... | ..... | 50 |
| ,, bags ... ... | 12 | ..... |
| Castor Seed .. ... | 15 | ..... |
| Chillies, (dry) in bags ... ... | 8 | ..... |
| China Root, in bags ... ... | 11 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Chiretta ... ... | ..... | 50 |
| Churrah ... ... | 14 | ..... |
| Cigars ... .. | ..... | 50 |
| Cloves, in bags ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Coals ... ... | 20 | ..... |
| Cochineal ... ... | ..... | 50 |
| Coffee, in bags ... ... | 18 | ..... |
| ,, casks ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Coral, rough ... ... | 20 | ..... |
| Coir, loose and unscrewed ... ... | 12 | ..... |
| Copras, or Cocoanut Kernel ... ... | 14 | ..... |
| Coriander Seed ... ... | 12 | ..... |
| Cotton ... ... | ..... | 50 |
| Cowries ... ... | 20 | ..... |
| Cummin Seed ... ... | 8 | ..... |
| ,, Black ... ... | 8 | ..... |
| Cutch, in bags ... ... | 18 | ..... |
| Dates, wet ... ... | 20 | ..... |
| ,, dry ... ... | 16 | ..... |
| Dholl ... ... | 20 | ..... |
| Elephants' Teeth in bulk ... ... | 20 | ..... |
| Furniture ... ... | ..... | 50 |
| Garlic and Onions ... ... | 12 | ..... |
| Ginger ... ... | 16 | ..... |
| Gram ... ... | 20 | ..... |
| Gums, in cases ... ... | ..... | 50 |
| Gunny Bags and Gunny Cloth ... ... | ..... | 50 |
| Gunjah ... ... | ..... | 50 |
| Hemp ... ... | ..... | 50 |
| Hides, Buffalo, or Cow, cured ... | 14 | ..... |
| Hoofs, Horn Shavings and Tips ... | 20. | ..... |
| Horns, Cow, Buffalo, or Deer ... | 20 | ..... |
| India Rubber, in bags ... ... | 16 | ..... |
| ,, in cases ... ... | ..... | 50 |
| Indigo ... ... | ..... | 50 |
| Iron ... ... | 20 | ..... |
| Jute ... ... | ..... | 50 |
| Jute Cuttings ... ... | ..... | 50 |
| Lac Dye ... ... | ..... | 50 |
| Lard ... ... | 20 gross. | |
| Linseed ... ... | 20 | ..... |
| Mace ... ... | ..... | 50 |
| Machinery ... ... | 20 | ..... |
| Metals ... ... | 20 | ..... |
| Mathie Seed ... ... | 18 | ..... |
| Mirabolams ... ... | 16 | ..... |
| Molasses ... ... | 2 puncheons or 4 hhds. | |
| Mother o'Pearl, in bags ... .. | 20 | ..... |
| ,, chests ... ... | 20 | ..... |
| Munjeet ... ... | ..... | 50 |
| Mustard or Rape Seed ... ... | 20 | ..... |
| Niger Seed ... ... | 20 | ..... |
| Nutmegs, in cases or casks ... ... | ..... | 50 |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Nux Vomica ... ... | 16 | ..... |
| Oats ... ... | 16 | ..... |
| Oil, in cases ... ... | ..... | 50 |
| „ casks ... ... | 4 hhds. | |
| Opium ... ... | per chest | |
| Paddy ... ... | 16 | ..... |
| Palmatine, in bags ... ... | 16 | ..... |
| Peas ... ... | 20 | ..... |
| Pepper, Long ... ... | 12 | ..... |
| „ Black ... ... | 14 | ..... |
| Planks and Deals ... ... | ..... | 50 |
| Poppy Seed ... ... | 20 | ..... |
| Putchuck ... ... | 10 | ..... |
| Rags ... ... | ..... | 50 |
| Raw Silk, in bales ... ... | 10 | ..... |
| Rattans for dunnage ... ... | 20 | ..... |
| Red Wood, ditto .. ... | 20 | ..... |
| Rhea ... ... | ..... | 50 |
| Rice ... ... | 20 | ..... |
| Rope, in coils ... ... | ..... | 50 |
| „ Lines and Twines, in bundles ... | 16 | ..... |
| Rum, in casks ... ... | 2 puncheons or 4 hhds. | |
| Safflower ... ... | ..... | 50 |
| Sago, in cases ... ... | ..... | 50 |
| Sal-amoniac, in bags ... ... | 20 | ..... |
| „ boxes ... ... | 20 gross. | |
| Saltpetre ... ... | 20 | ..... |
| Salt ... ... | 20 | ..... |
| Sapan Wood for dunnage ... ... | 20 | ..... |
| Sealing Wax, in cases ... ... | ..... | 50 |
| Seed-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |
| Senna ... ... | ..... | 50 |
| Shells, rough, in bags ... ... | 20 | ..... |
| Shell-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |
| Silk Chussum ... ... | ..... | 50 |
| „ Waste ... ... | ..... | 50 |
| Silk Piece Goods ... ... | ..... | 50 |
| Skins ... ... | 14 | ..... |
| Soap, country, in cases ... ... | ..... | 50 |
| „ bags ... ... | 15 | ..... |
| „ bar ... ... | 20 | ..... |
| Stick Lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Sugar ... ... | 20 | ..... |
| Tallow, in cases or casks ... ... | 20 | ..... |
| Talc ... ... | 20 | ..... |
| Tamarinds, in cases or casks... ... | 20 | ..... |
| Tapioca ... ... | ..... | 50 |
| Tea ... ... | ..... | 50 |
| Teel Seed ... ... | 20 | ..... |
| Timber, round ... ... | ..... | 40 |
| ,, squared ... ... | ..... | 50 |
| Tincal ... ... | 20 | ..... |
| Tobacco, in bales ... ... | 16 | ..... |
| Tortoise Shells, in chests ... ... | ..... | 50 |
| Turmeric ... ... | 16 | ..... |
| Wheat ... ... | 20 | ..... |
| Wool ... ... | ..... | 50 |

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term "dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

*Secretary.*

## SCHEDULE OF COMMISSION CHARGES,

*Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18th June 1861,—with effect from 1st January 1862.*

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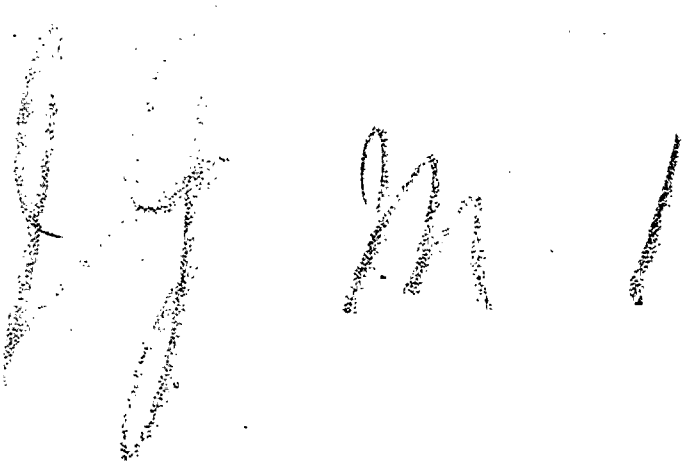
| | | |
|---|---|---|
| 1. | On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... ... | 1 per cent. |
| 2. | On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... | 2½ ,, |
| 3. | On purchasing ditto when funds are provided by the Agent ... ... ... | 5 ,, |
| 4. | On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... | 5 ,, |
| 5. | On returns for Consignments if made in produce ... | 2½ ,, |
| 6. | On returns of Consignments if in Bills, Bullion, or Treasure ... ... ... | 1 ,, |
| 7. | On accepting Bills against Consignments ... | 1 ,, |
| 8. | On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... | 2½ ,, |
| 9. | On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. | half com. |
| 10. | On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent ... | 2½ per. cent. |
| 11. | On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other Commission is derived ... ... | 2½ ,, |

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ per cent.
13. On *del-credere* or guaranteeing the due realization of sales ... ... ... 2½ ,,
14. On the management of Estates for Executors or Administrators ... ... 2½ ,,
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... ... 2½ ,,
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive 5 ,,
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings .. ... 5
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ ,,
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... ... 2½ ,,
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. 5 ,,

If Opium, Indigo, Raw Silk, or Silk Piece Goods... 2½ ,,
If Treasure, Precious Stones, or Jewellery ... 1 ,,



*Proceedings of the half-yearly General Meeting of the Bengal Chamber of Commerce, held on Monday, the 20th December* 1875.

E. C. MORGAN, ESQUIRE, *President,* in the Chair.

The CHAIRMAN said :—In submitting the Report of the Committee for the past half-year, I have very little to say, as the correspondence speaks for itself.

The first point is the new Customs Tariff Act; and this has been the subject of so much discussion by the public at large that any lengthened remarks from me would be superfluous. The duty on imported cotton has been protested against by this Chamber in common with the Chambers of the other Presidencies, as well as all Associations in India connected with the cotton manufacturing interests of this country. The proposed tax, as far as can be ascertained, has not met with much more favor in England than in India, and it is to be hoped that the Secretary of State, who now has the matter under consideration, will place his veto upon a measure which

is so entirely opposed as well to the interests of this country as to the progressive policy which has otherwise characterised the measures of the Government of India.

The Committee considered it necessary to advert to the passing of the Tariff Act, an Act which so extensively affects the non-official community, at Simla, where the non-official members of Council could not make their voices heard; and they learnt with regret that their repeated applications for a revision of Tariff values, which needed no new legislative measure but could have been effected by a simple notification of the Governor-General, had been construed into acquiescence of a procedure which not only nullified any representative character the Legislative Council may possess, but which was also at variance with the rules for the conduct of business in the Council laid down by the Governor-General in February 1873. They have, as you will see, protested against such interpretation being put upon their action.

The next matter is the Customs Administration. It will no doubt be in your recollection that at the last meeting of the Chamber the late President made some remarks upon this subject. These remarks attracted the notice of the Viceroy and the Lieutenant-Governor, and the correspondence en-

sued which is detailed in the Report. To the Committee's letter of 2nd July last, which closes the correspondence, no reply has been received, but a notice appeared in one of the daily prints on the 1st December, from which it would seem that the matter has been under discussion. How far the notice is authentic we have no means of knowing, but the information supplied to the paper appears sufficiently precise to lead us to believe that, although we have received no reply to our letter, the subject of it has been receiving the attention of His Honor the Lieutenant-Governor and of the Government of India. From the published statement it would appear that it is proposed to abolish the summary which is now required at the Custom House. With reference, however, to the details which merchants are now called upon to furnish, His Honor is reported to have stated that it is unreasonable for merchants to withhold information which may be needed by Government. There has not been, as far as the Committee are aware, any objection raised on their part to the furnishing of any information which merchants are in a position to give. The Committee have been in personal communication with the Statistical Department, to whom they have represented the impossibility of making correct returns under certain heads, *viz.*, weight of stationery, glass, bottles, yardage of handkerchiefs, &c., details of which are not supplied in invoices;

and as it was understood that the Statistical Department intended to modify their requirement under these heads, the question was only alluded to in the Committee's letter of 2nd July. I would merely add here that I feel sure no member of this Chamber would hesitate. to give Government all the information in his power which can reasonably be asked for, but with reference to the returns to which I have just alluded, and which seem to be of no practical value, it is not only unreasonable to ask for them, but also, if the returns have any value, liable to lead to error.

The opinions of members of the Chamber having been taken with reference to the Daily Custom House Reports, a Committee consisting of the Collector of Customs, two mercantile gentlemen not members of the Chamber, and two of your Committee, considered the subject, and some alterations have been made, which will, it is hoped, render these daily returns as convenient as possible.

The only other subject in the Report which calls for attention is the alteration in the Telegraph Rules. No official notification was published till the 10th of this month, but in October your Committee heard indirectly of the probable tenor of the alterations which were to come into force on the 1st January 1876. Observing that they

would very largely affect existing codes, which it was even then too late to have modified in order to meet the requirements of the Convention of St. Petersburg, the Committee addressed the Government of India, and requested that the Secretary of State might be addressed by wire to move for a suspension of the new regulations till the 1st May next, in order to allow sufficient time for merchants in India to communicate with their foreign correspondents. The thanks of the Chamber are due to Government for their prompt acquiescence in this request ; but I regret to say that their application for an extension of time was not successful. I must add that I think the delegate from India to the St. Petersburg Convention has not sufficiently considered the interests of the various mercantile communities in this country, who contribute so large a share towards the support of the telegraphs ; and I trust that in any future changes greater regard may be paid as well to the wishes as to the convenience of merchants in this country. The Committee have recently addressed the Government urging these points for consideration in future.

I cannot sit down without noticing the loss which the Chamber has sustained during the half year by the death of Mr. Cecil Stephenson. The voluminous traffic returns with which the Chamber has so long been supplied by the East Indian

Railway have been mainly due to the courtesy of Mr. Stephenson. For these and for the readiness which Mr. Stephenson always showed to furnish any information of which the Chamber has stood in need, our warmest thanks are due, and his loss is a matter of sincere regret.

I have now to move that the Report of the Committee be received and adopted.

Mr. Murray said I must beg leave, Mr. Chairman, in seconding your resolution, to say a few words on the subject of the decision (as reported in the newspapers) of the Lieutenant-Governor with reference to the remarks made by me when I had the honor of laying the previous half-yearly report before the members of the Chamber. His Honor says he considers, after full enquiry, that the charge of "high-handedness" in the general tone and policy of Custom House administration cannot be sustained. In the report of the Chamber certain distinct cases were brought forward, not one of which has been disproved, and we are not told what enquiries have led His Honor to the above conclusion. The word "high-handedness" seems to have given offence: I could not find any other word which would have expressed my meaning so accurately, or I should have gladly used it. The report in question gives many instances of complaints, and all I can say is

that if they do not constitute "high-handedness," then, Sir, I do not know what "high-handedness" means.

I beg to second the resolution that the report be received and adopted.

Mr. CRAIK desired to say a few words in regard to that portion of the report which referred to the Customs Tariff Act. As he understood from their correspondence the Committee would appear to be well satisfied with the changes which had been introduced into the Tariff, with the single exception of the new duty to be levied on the imports of raw cotton, not the produce of Continental Asia or Ceylon. This was an expression of opinion which he could not allow to pass as representing the unanimous voice of the Chamber, because he had no hesitation in saying for himself (and he believed he expressed the views of several members of the Chamber) that, seeing the duties on imported cotton piece goods are retained, the introduction of this new duty on raw cotton was absolutely necessary to prevent the manufacturing interests of this country from being unduly protected. Looking, he said, to the position taken by the Committee on this subject, he found from the letter which they addressed to Government that they expressly implied that were this new duty repealed the imports of cotton piece

goods could not expect to increase with the expanding requirements of the country, but still they urge for certain reasons the abolition of the duty, and then they go on, somewhat illogically, as he thought, to add "the Committee are no advocates of pretection." To this he could only reply in the language of the French proverb "*qui s'excuse s'accuse.*" However it appeared, he said, that they had two reasons to urge why they would recommend a policy which, on their own showing, must tend more or less to protect one interest against another, and these were that such protection would bring about an improvement in the rate of exchange and would also remove, to use their own language, the "root of the evil," which produced a scarcity of food in this country. He feared that such desirable ends were not likely to be so easily attained, and he deprecated the adoption of a protective policy upon contingencies which, however desirable they might be, were not, he believed, within the bounds of human foresight. As it seemed to him, the Government had, in the measure which they had introduced, done all that was in their power, as far as the finer descriptions of cotton fabrics are concerned, to hold the balance equally between all the conflicting interests on this question, and that, as regards these finer fabrics, they had fairly redeemed the promise made by the Secretary of State, when lately addressing a meeting of the Manchester Chamber

of Commerce, that while obliged to retain these duties "purely and simply as a matter of finance," they would not pursue a protective policy; and his only regret was that having before them clear proof that the coarser cloths manufactured in England could not, when weighted with duty, now compete with native manufactures, the Government should not have relieved these entirely, as their import having almost entirely ceased the maintenance of the duty on them could not be urged as a financial necessity.

However, he had every confidence that the time is not far distant when the Government may see their way to abolish these duties altogether, duties yielding, as they do, only about 1½ per cent. of the total revenue of the country, and he was quite sure that the expansion of trade and the increased prosperity which the country would enjoy from free trade in cotton piece goods would bring about an indirect gain to the revenue far exceeding that which would be lost by the abolition of the duties.

The CHAIRMAN said that several members intimately connected, not only with the general piece goods business, but also with that of the finer fabrics, had been quite as strong in protesting against the cotton duty as the Committee had been. He thought the Committee were right in

recommending the extension of local manufacture, and utilisation of the labor of the people of the country which was at present almost entirely devoted to agricultural pursuits. As regards the removal of the import duties, he quite agreed with Mr. Craik, and the Committee had expressed a hope in their letter that the time might not be far distant when the finances of the country would admit of free trade in cotton piece goods. He was sorry Mr. Craik did not agree with the action taken by the Committee in regard to the Bill. Most of the leading merchants were of opinion that it was desirable to ask for the repeal of the cotton duty, and it was for that reason that the Committee had made a strong protest against it.

The Hon'ble Mr. BULLEN SMITH spoke as follows :—

Mr. Chairman—as to this vexed subject of the duty on long-stapled cotton, I confess that, although I have no very strong feelings on the subject, my sympathies are more with the Committee than with my friend Mr. Craik, and I would rather have seen the tariff bill appear without this item. I particularly am at one with the Committee in the views they express as to the extreme desirability of doing what can be done to get some of the people of this country off the land, to lessen the number of those who

earn their livelihood as cultivators of the soil. The arguments of Mr. Craik, and others who think with him, may be theoretically correct, but we have been expressly told that the import duties are only kept on for financial reasons, and the desire and hope is to get rid of them, as lately put very plainly by the Secretary of State. This being so, it seemed to me hardly worth while to impose the new duty of which we have been speaking; it can bring little or nothing of financial assistance to the exchequer, and, even though its absence should savour a little of protection, I would rather that, than see anything passed which is likely to check in any degree the rising manufactures of this country. While on this subject, I have one more remark to make. There seems to be an impression abroad—indeed, I have seen it stated in the publics prints—that I, and presumedly my friend Mr. Murray, who was my colleague on the tariff committee early in the year, had been asked for, and had given, our opinion as to this cotton duty, before this Chamber had any information on the subject. But this is a mistake. The duty in question never came before the Tariff Committee, and those gentlemen who have read the Report of that Committee will be aware that it contains no notice of this subject. [Mr. MURRAY: I can confirm, as far as I am concerned, what the Hon'ble Mr. Bullen Smith has said. The ques-

tion of the duty on Cotton was not mentioned in the Tariff Committee. I was at home when the Act was passed, and no reference was ever made to me.] I wish now to notice briefly the paragraph of the half-yearly Report which relates to Marine Surveyors, from which it will be seen that the local Government referred the request of the Chamber and Port Trust to the Government of India, and that nothing is likely to be done in the matter, pending an amendment of the general law relating to Merchant Seamen now, or about to be taken, in hand. In common with many, I regret this delay, and really cannot see that what we ask for is at all connected with Merchant Seamen. What we desire is that those exercising the calling of Surveyors of shipping and goods in this port, shall be under some control, amenable to some authority, and duly licensed. A case occurred lately which was certainly discreditable to some one in the highest degree, which was prominently noticed in the newspapers at the time, and I believe was brought before the Chamber. It is not my intention to speak of this matter at all personally, or to express any opinion upon the merits of either party in this particular case, but the scandal it afforded was so great that the necessity for what we ask has become more than ever apparent. On the one hand, we see charges of the gravest kind brought against the most prominent Surveyor of the port,

and, on the other hand, we have the most express denial of these charges. The statements are so utterly opposed to each other that both cannot be true. There must either have been gross neglect of duty and prevarication on the one hand, or falsehood on the other; and yet, with the publication of the particulars, this case, so full of interest to the merchants and underwriters of this port, falls to the ground: nothing is done, nor will be done, because there is no Board, or Committee, or Tribunal, whose duty it is to overlook the Surveyors of this port. Surely, this is an evil calling for remedy. I need not say that it is not for a moment contemplated that such a Board should attempt to interfere in the least with the conditions and regulations of Lloyds, or any other underwriting body, but it would be clearly their province to license only suitable men, and still more to institute proper enquiry, and take such subsequent action as might be found necessary when, as in the case to which I have already referred, specific complaint is made against the conduct of any Surveyor. I shall be glad if the Committee of the Chamber can see their way to a further representation to the Bengal Government on this most important subject, with the view of getting something done without waiting for the Merchant Seamen's Bill. I hope the Port Commissioners will make another move in the same direction, and I think their views

would derive much additional weight from independent action on the part of this Chamber.

Mr. MURRAY:—I am glad my friend Mr. Bullen Smith has touched upon the subject of the Marine Surveyors in this port. When I first was President of this Chamber the subject attracted my attention, and I wrote an important letter to the Government of Bengal on the necessity of placing the Surveyors under some legal enactments, as the pilots are. No notice was taken of this letter. When I returned to the Chamber as President, the correspondence relating to the New Merchant Shipping Act was submitted to us; but I found, to my astonishment, that this letter had been quietly omitted from the record. This fact was prominently brought to the notice of Government. But the letter and the important subject to which it refers are still allowed to slumber, and the scandals alluded to, and which it was intended to correct, are permitted to continue.

The CHAIRMAN said that the Committee would be very happy to take up the matter with the least possible delay. The reason why action had not been taken before on the subject was that the matter had been in the hands of the Port Commissioners, and it was believed that any action on the part of the Chamber might be premature. Now,

however, as the Port Commissioners were going up to Government again on the subject, the Committee would be very happy to strengthen their hands, as far as it lay in their power to do so.

Mr. CRAIK said that, in regard to the criticisms passed by the President and the Hon'ble Mr. Bullen Smith on his remarks in regard to the Tariff Act, he would desire to call the attention of the meeting to the fact that not one single word had been said which touched the real gist of his argument, which was (and he desired to impress this upon the Chamber) that the policy pursued by the Committee was a protective one ; and that he considered that, as a mercantile Chamber, they would at all times occupy safer ground when they consistently advocated a system of complete non-protection, even when an opposite policy came gilded, in the eyes of the sanguine, with the remote advantages held out in this case by the Committee.

The resolution that the Report be received was then put and carried.

It was then proposed by the Chairman, seconded by Mr. Macmichael, and carried, that Messrs. King, Hamilton and Co. be admitted Members of the Chamber of Commerce.

On the proposal of the Hon'ble Mr. Bullen Smith

seconded by Mr. Murray, the following resolution was adopted :—That the thanks of the Chamber of Commerce be given to the Committee for their services during the past half-year.

A vote of thanks to the Chair concluded the proceedings of the meeting.

H. W. I. WOOD,

*Secretary.*

# BENGAL CHAMBER OF COMMERCE.

## Report of the Committee for the half-year ended 31st October, 1875.

THE Committee have the pleasure to submit their Report on the principal questions which have come under their consideration during the past half-year.

### CUSTOMS TARIFF ACT.

THE Committee have entered so fully into this important subject in their correspondence with the Supreme Government that it is scarcely necessary for them to do more than invite the attention of Members to the representations submitted on behalf of this Chamber and to the replies which His Excellency the Governor General in Council has been pleased to give.

The Committee appointed to revise the Tariff having sent in their Report in February last the commercial public naturally expected that its submission would be speedily followed by the

ordinary official announcement of the changes that had been decided upon ; but as upwards of 3 months had passed without any such intimation, your Committee addressed the Government on the 31st May last, and again, impatient at the unusual delay that ensued, on 21st of the following month.

At length, however, the publication of the Tariff Act, which was passed at Simla at a meeting of the Legislative Council held there on the 5th August, placed the mercantile community in possession of the various amendments of the Tariff : and it is admitted that the general character of the changes and the concessions to trade, by a large reduction of import duties and by the abolition of duties on certain articles of export, have been received with considerable satisfaction and a just appreciation of the policy which desires to release commerce from burdens which impede its development. But, however excellent in all these respects, the Tariff Act is not without a blemish ; and the imposition of a duty on imported long staple cotton appeared to your Committee so remarkable a departure from the policy above alluded to, and so totally at variance with the principles lately enunciated by Her Majety's Secretary of State, that they were constrained to enter their protest against the tax.

*From Chamber to Government of India.*

31*st May* 1875.

By the Resolution of the Government of India, Financial Department, No. 6703 of 25th November 1874, the formation of a Committee for the revision of the Customs Tariff valuations was sanctioned.

Under the orders then issued the Committee commenced their duties early in January following, and they appear to have submitted their report without delay, as it was acknowledged in the Budget Statement published on the 13th March last, the Customs estimates having been framed after reference to it.

As considerable time has passed since the Government have had the report under consideration, and as the deferred publication of the orders of Government regarding the Tariff is causing great inconvenience to many of the commercial community, the Committee of the Chamber of Commerce direct me to request you will be so good as to express to His Excellency the Governor General in Council their hope that an early decison may be arrived at : and that His Lordship may be pleased to place at their disposal a copy of the Tariff Committee's Report.

*From Govt. of India to Chamber of Commerce.*

*Simla,* 11*th June* 1875.

In reply to your letter dated 31st May 1875, I am directed to state for the information of the Committee

of the Chamber of Commerce that action on the report of the Committee lately appointed to revise the Customs Tariff valuations and other matters relating to the Customs duties generally, has been unavoidably delayed in consequence of certain further enquiries that were found necessary. The report will, however, be taken into consideration as soon as possible.

2. I am also to intimate that His Excellency the Governor General in Council regrets that he is not in a position to furnish the Chamber with a copy of the Tariff Committee's report.

*From Chamber to Government of India.*

21*st June* 1875.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 1459 of the 11th instant.

As considerable time—upwards of 3 months—had passed since the Tariff Committee submited their report to Government, and as the Customs estimates in the Budget for the current year—published on 13th March —were declared to have been framed after reference to the Committee's recommendations, the Chamber's application of 31st ultimo was made in the confident expectation that the orders of Government would be speedily announced.

It is therefore with much regret the Committee now learn that no decision can at present be arrived at pend-

ing further enquiries, and they would urge upon Government the advisability of an early decision upon the Tariff question, which is of the greatest importance to the trade of the country.

Under the existing Tariff merchants are paying duties on valuations largely exceeding real values, thereby incurring actual loss, and the business of those who are bonding their goods in anticipation of a more equitable tariff, is obstructed by the uncertainty of the charges that may be introduced.

Under these circumstances the Committee trust His Excellency the Governor General in Council will pardon the renewal of their application for the earliest publication of the revised Tariff.

*From Govt. of India to Chamber of Commerce.*

*Simla, 7th July* 1875.

I am directed by His Excellency the Governor General in Council to acknowledge the receipt of your letter dated 21st June 1875 regarding the Customs Tariff.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, the 16th August* 1875.

In compliance with the instructions contained in the accompanying copy of a telegram dated 5th August 1875 just received from the Government of India, Financial Department, I am directed to forward for the information of the Committee of the Bengal Chamber of Commerce,

5 copies of the new Tariff Bill and Schedules therein referred to, with an intimation that instructions for giving immediate effect to them, have this day been issued to the Board of Revenue and to the Collector of Customs at this Presidency.

*From Chamber to Government of India.*

*Calcutta, 28th August* 1875.

I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt, from the Government of Bengal, of copies of the new Customs Tariff Bill which was passed at Simla on the 4th instant and came into force immediately thereafter.

His Excellency the Viceroy and Governor General in Council has no doubt been induced to pass this Bill at Simla in consideration of the necessity for an immediate reduction in values of imports, which have for a long time past borne very heavily upon importers, and also by the fact that the recommendations of the Tariff Committee might, to a certain extent, be considered to embody the opinions likely to be expressed by non-official members of Council. The Committee, however, having regard to the implied pledge made by His Excellency on 11th February 1873, when the Rules for the conduct of the business of the Legislative Council were discussed, trust that it may not be necessary to depart from this pledge with reference to any other Bills which affect the commercial community so largely as the present one.

The general bearings of the new Tariff Act are consistent and such as will tend to the development of the

trade of the country. The abolition of the export duties enables India to compete on even terms with other countries for her agricultural products, whilst the reduction of the values on some articles of imports and the reduction of duty on others, enables her to obtain her requirements from other countries on better terms.

Import duties at reduced rates have, it is true, been retained, but it is expressly stated that these have been retained not because it is the wish of Government to protect this country, but because the needs of Government are such as not to admit of their total abolition at present; in fact for the purpose of revenue, and for that purpose only.

The general scope of the measure is therefore in the opinion of the Committee sound and in the right direction, and they believe that, with a single exception, the provisions of the Act will tend to improve the condition of the country and cause general satisfaction.

The exception to which they allude is the proposal to levy a duty of 5 per cent on the importation of cotton—not the produce of Continental Asia or Ceylon—which they believe was not submitted for the consideration of the Tariff Committee, and which they think should have been fully discussed before it was passed into law.

The only allusion to this provision in any of the speeches made at the passing of the Bill was in that of the Honorable Mr. Hope. This gentleman is reported to have said—"It was the desire of Government, with the concurrence of the Council, to do whatever seemed to be in accordance with sound policy to prevent what little

evil might be thought to exist from assuming, through their neglect, undue proportions."—The Committee do not understand to what the Hon'ble Gentleman applies the term "little evil." The only meaning they can attach to the words is, that the home production tends to a loss of revenue; but even on this assumption they would submit that the tax is untenable.

The Committee presume that it is not the wish of Government to get more out of the import duty than they are now receiving. If this be so, then there can be little fear of "evil" arising from cotton manufacturing here, as the expanding requirements of the country are likely to absorb the increasing domestic production without lessening the quantity that will need to be imported. The growth of the manufacture must necessarily be slow, while the steadily improving communications all over the country are stimulating the consumption of cotton goods to a very remarkable extent, as is shown by statistics for the last 8 years. But even should the extension be rapid, it surely cannot be otherwise than satisfactory to the Government of India, more especially as, in helping to restore the balance of trade, the saving in exchange which would follow thereon would more than counterbalance any loss of revenue.

Apart from the foregoing considerations there is another, and still more important one, to which the Committee beg to draw attention. With the events of last year so fresh in their memory, they need hardly point out to His Excellency the extraordinary pressure of the population upon the soil, and the absolute dependence upon the weather and crops of almost the entire popu-

lation of India. The famine of 1873-74, although confined to a comparatively small area, cost the State six millions sterling. In so large a country as India a repetition of similar visitations in some quarter or other must be of almost constant recurrence, and, unless some steps are taken to remove the root of the evil, must result in a heavy charge on the public revenues. The Committee submit that the introduction of manufacturing industries would tend largely to relieve the existing pressure upon the soil, and render the population far more independent of Government aid than they can ever become as long as they depend upon agriculture, and agriculture alone, for their subsistence.

The Committee are no advocates of protection. They would gladly see the time when the state of the finances would allow of the total abolition of the import duty on cotton goods, and they protest against the present tax as opposed not only to the development of trade but also to the general interests of the country.

The Committee therefore pray His Excellency to reconsider the proposed levy of duty on imported cotton, and they trust that such reconsideration will lead to its abolition.

*From Govt. of India to Chamber of Commerce.*

*Simla, the 20th October* 1875.

I am directed by the Honorable the President in Council to acknowledge the receipt of your letter dated the 28th August 1875.

2. The Government of India is glad to learn that the Chamber considers the general scope of the Indian Tariff Act 1875 to be sound; and that with the exception of the imposition of a duty of 5 per cent on the importation of raw cotton not the produce of Continental Asia or Ceylon, the provisions of the Act will tend to improve the condition of the country and cause general satisfaction.

3. The Government of India has had occasion to explain in a despatch to the Government of Bombay No. 4034 dated 14th October 1875, relating to a memorial received from the Bombay Mill-owners' Association against the import duty on raw cotton, the reasons which led the Government of India to impose this duty. I am directed to forward copy of this despatch for the information of the Bengal Chamber of Commerce, and to express a hope that it may tend to remove some of the objections felt by the Chamber to this duty.

4. As to the Tariff Bill being passed at Simla, I am desired to remind the Chamber that the new Tariff had been very thoroughly considered in Calcutta by a Committee in which the mercantile community were influentially represented; and that, on the 31st May, and again on the 21st June, the Chamber "urged upon the Government the advisability of an early decision upon the tariff question as of the greatest importance to the trade of the country," and applied for "the earliest publication of the revised tariff."

5. Under the tariff superseded by Act XVI of 1875 merchants were, as observed in your letter dated 21st June, "paying duties on valuations largely exceeding

values thereby incurring actual loss," it was known to all that a revision of the tariff was imminent and you assured the Government on behalf of the Chamber that "the business of those who were bonding goods in anticipation of a more equitable tariff was obstructed by the uncertainty of the changes that might be introduced."

6. Under these circumstances it would hardly have occurred to the Government of India that the Chamber would have preferred the postponement of the new Act until the Legislative Council should meet at Calcutta, and the President in Council fails to perceive that such a course would have been expedient in the interests of trade.

7. The Chamber do not, it is observed, endorse the complaints which have been made elsewhere with respect to the Bill having been passed through all its stages at a single sitting. I am, however, to take this occasion to remark that this procedure was in accordance with established precedent; and that in the opinion of the Government of India it would be impossible without serious risk to the revenue and inconvenience to trade, to afford opportunity for the prolonged discussion of any modifications of the Customs Tariff which in the interests of the revenue or of the commercial community the Government may resolve to recommend to the Legislature.

*From Govt. of India to Govt. of Bombay.*

*Simla, 14th October* 1875.

I am directed by the Governor General of India in Council to acknowledge the receipt of a memorial from

the Bombay Mill-owners' Association transmitted by the Government of Bombay on the 23rd of September.

2. The Government of India are gratified to find that the memorialists express their appreciation of the benefits which the Legislature has been able to confer upon the trade of India by the recent Tariff Act.

3. The memorialists pray that the duty of 5 per cent. *ad valorem* imposed upon raw cotton not the produce of Continental Asia or Ceylon may be remitted; and give the reasons why, as owning or interested in the cotton-spinning and weaving mills of the Bombay Presidency, they entertain strong objections to that duty.

4. In enumerating those objections the memorialists state that the duty has been imposed for the "express pur-"pose of preventing the Indian manufactures from rising "above their present level," and to "discourage and pre-"vent their improvement and extension;" that this, moreover, has been done "for the benefit of a foreign industry," that is to say, for the benefit of the cotton manufactures of England. In other words, the memorialists believe that the duty is a protective duty, imposed in favor of English cotton manufactures to the prejudice of the cotton manufactures of India.

5. In order to show that such is not the case, it is only necessary to remind the memorialists that cotton manufactures imported into India pay a duty of 5 per cent. *ad valorem*. The imposition of a duty of 5 per cent. *ad valorem* upon foreign raw cotton was only intended, as was stated in the Government Resolution of the 12th of August last, to place, so far as is practicable, Indian and

foreign manufactures of the higher qualities of cotton goods upon the same footing as regards taxation. *

6. The circumstance that the interests of the revenues of India happen in this particular point to be coincident with the interests of the producers of cotton goods imported into India appears to have misled the memorialists into fixing their attention solely upon the latter class of interests, while in framing their measures the Government of India had regard to the former. Thus there has been a misapprehension of the views which influenced the Government of India and the conclusions at which they arrived upon the whole subject of the tax upon cotton manufactures; and I am therefore directed to make some further observations upon the subject.

7. The report of the Tariff Committee showed that the cotton goods imported into India mainly consist of the higher qualities, which cannot be manufactured from the cotton grown in India. This opinion was formed after a careful examination of the statistics of the trade. Out of a total duty of more than £800,000 collected in the year 1873-74 from the imports of cotton goods, the Committee calculated that only £40,000 was paid upon the class of goods that can be manufactured from the indigenous staple. The memorialists, who have the best opportunities of knowing the facts, say that the attempts made by the Indian manufacturers to make the finer descriptions of cotton manufactures and yarn from Indian cotton have proved unremunerative and have been abandoned.

8. From calculations made in England, which are quoted in the Resolution of Government of the 12th of August, it appears that about half the whole quantity of

cotton goods consumed in India is produced either by handloom weavers or in Indian manufactories from Indian cotton, and that the remainder, consisting mainly of the higher qualities, is imported from England.

9. The revenue derived from the imported cotton goods amounted last year to £900,000, and the Government of India felt themselves unable to sacrifice this revenue.

10. Up to the present time Indian manufacturers have, as the memorialists observe, confined their operations to working up indigenous cotton; but the Government of India understood from the advertisements of some of the Bombay Cotton Mills that it was intended to extend their operations, and to use American cotton for the purpose of producing higher qualities of goods. This is confirmed by the information now supplied by the memorialists.

11. The Government of India look with great satisfaction upon the extension of manufactures in India, but they are bound at the same time, in the interests of the public at large, to protect the revenue now derived from the higher qualities of cotton goods. It is obvious that all such goods manufactured in India would, unless some tax be imposed upon them, escape payment of the duty now imposed upon similar goods imported from abroad, and that the revenue would suffer in proportion. If Indian manufactures of this class, as the memorialists seem to anticipate, should largely increase, this important source of reveuue would be seriously affected.

12. In order, therefore, to protect the revenue, a duty of 5 per cent. upon foreign raw cotton imported into India was imposed, so that the same rate of duty might be

levied upon all higher qualities of cotton goods, whether produced in India or imported from abroad.

13. The Government of India were aware that, as stated by the memorialists, the quantity of foreign cotton hitherto imported into India and used in the Indian manufactures is but trifling. The memorialists appear to be of the opinion that the precaution of imposing a duty upon such cotton was unnecessary, at any rate for the present; but the Government of India considered that it was more fair to the Indian manufacturers to impose the duty at once when it could create little or no hardship, than to leave its imposition to some future time when capital might have been largely invested in the manufacture, and the trade might suffer a serious injury from the imposition of a new tax.

14. The Government of India have only followed the well recognized principle that, in order to protect an important source of revenue, it is necessary to impose a tax upon articles manufactured within the limits of a country equal to the duty imposed upon similar articles imported from abroad. The circumstances of the production of the lower qualities of cotton goods did not appear to the Government of India to be such as to make the imposition of an excise upon such goods manufactured in India either necessary or expedient; but cotton manufactures of higher qualities stand in a different position, and the alternative of an import duty upon the raw material was adopted as preferable to any system of excise.

15. The Government of India therefore considered that, in imposing the duty of 5 per cent. *ad valorem* upon raw cotton not the produce of Continental Asia or Ceylon, they

protected an important source of revenue in a manner that is both fair in itself and the least oppressive and inconvenient to Indian manufacturers.

16. If the memorialists consider that the duty of 5 per cent. upon foreign raw cotton bears an unequal proportion to the duty of 3½ per cent. upon foreign twist, the Government of India will be prepared to give due attention to any considerations which may be advanced upon this aspect of the question.

17. The Government of India have desired me to explain thus fully the reasons which have led them to impose the duty to which the memorialists object, and to add that as the Tariff Act has been submitted for the approval of Her Majesty, their memorial will be transmitted for the consideration of the Secretary of State for India.

18. I am to request that a copy of this letter may be communicated to the memorialists.

*From Chamber to the Govt. of India.*

*Calcutta, 4th November* 1875.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 4161 of the 20th ultimo, forwarding for their information copy of your letter No. 4034 of 14th idem to the Government of Bombay relative to a memorial from the Mill-owners' Association of that presidency: and they direct me to communicate the following observations in reply.

In their representation of 28th August last the Com-

mittee recorded the grounds upon which they based their objections to the imposition of a 5 per cent duty on imported long stapled cotton—not the produce of Continental Asia or Ceylon ; and notwithstanding the reasons for that measure which have been fully explained in the enclosure of your letter they are not prepared to admit that the action of Government is justified, or to withdraw their protest against the tax. On the contrary, the Committee contend that not only is the duty indefensible in theory, but that it is essentially at variance with the principles enunciated by Her Majesty's Government, who deprecate the continuance of import duties at all, and would, with the Chamber, be glad to see them disappear.

But as they learn that the Tariff Act has been submitted for Her Majesty's approval the Committee refrain from further comment on this disputed provision.

The President in Council has, however, afforded the Chamber the opportunity of addressing His Honor relative to their repeated application for early announcement of the decision of Government as to the revised Tariffs, and they venture to avail themselves of it, as they have been misapprehended on a material point in connection with that matter.

The question of revising the Customs tariffs—of imports specially—formed the subject of particular reference in the Chamber's Report for the half-year ended 30th April 1873 ; and in August of that year the Committee addressed the Government of India as to the expediency of amending them.

But no reply was given, nor apparently any action taken, by Government ; and the Committee did not again urge

the matter until September 1874, when their renewed reference, strengthened by a similar movement on the part of the Manchester Chamber, resulted in the appointment of a Special Committee to revise the valuations for duty.

That Committee's report was submitted to Government about the end of February 1875; and it is worthy of remark—although the Chamber's allusions to the fact have not been noticed in any of your replies—that the Customs estimates for the coming year had been framed after reference to the report made by the Tariff Committee, and that those estimates were incorporated in the Budget Statement of the Hon'ble Sir Wm. Muir published on the 13th March. It is true that the Report was said to be under consideration by Government, but the Finance Minister's declared application of the proposed amendments of the tariff to his budget estimates created a general expectation that the publication of the Budget would be immediately followed by an official announcement of the revised tariff values.

The Committee of the Chamber fully believed that the only action which would be taken upon the recommendations of the Tariff Committee was *a revision of valuations*, and it was on this point alone they urged the speedy determination of Government, in order to put an end to the embarrassment which was being caused to trade. They did not for a moment contemplate the passing of a sweeping legislative measure such as the new Tariff Bill, of which no intimation had been given; and they conceived that the absence of all discussion on the Budget was a guarantee that no new legislative measure would be passed, regard being had to the following resolution

of His Excellency the Governor General in Council published in March 1873.

"As no legislative measure will be introduced in connection with the Budget of the coming year, it would be in contravention of the Indian Council's Act, 1861, that a financial statement should be made in the Council of the Governor General for the purpose of making Laws and Regulations. The minute recorded by the Hon'ble Sir Richard Temple, which contains the customary explanations of the Budget figures of the present year, together with his review of and opinions regarding the financial policy of the Government of India during the last four years, will be published, together with this Resolution, the Budget estimates, and Appendices, in the *Gazette of India* for general information."

Therefore, when the Government of India published the Hon'ble Sir William Muir's Budget for 1875-76 on the 13th March last, it was a fair inference from the authority above quoted that no legislative measure would be introduced in connection with that Statement: and that the revised Tariff valuations would be promptly announced—as they had been on former occasions, and notably in March 1869—by a notification in the Financial Department.

In 1869 Sir Richard Temple submitted his Financial Statement in the Legislative Council on the 6th March; and, remarking on Customs Revenue, said—"*Regarding those items which depend on the state of trade, we have framed our estimate after consulting the best informed authorities on the spot, and after revising the tariff valuation, in order to suit the depressed prices obtained for various staples of commerce.*"

At that meeting of the Council an Act was passed giving the Governor General in Council power to revise and fix the values of merchandise for duty; and under the power thereby conferred His Excellency revised the then existing tariffs, and published the amended tariffs in Notification No. 1770 of 19th of the *same month.*

The position of Sir William Muir in estimating Customs Revenue in 1875 was identical with that of his predecessor; but the revised tariffs on which his estimates were based were not published *for nearly* 5 *months after their submission.*

For the above reasons, and as the Governor General in Council has the power, from time to time, by notification in the *Gazette of India,* to fix the values of imported and exported goods for levy of Customs duties, it was naturally expected that the earliest intimation regarding the Tariff would be given to the commercial public, and that the suspense under which their business was conducted would be terminated without delay.

Disappointed in that expectation, and believing that ample time had been devoted to the consideration of the changes recommended by the Tariff Committee, the Committee of this Chamber twice urged the expediency of an early decision: and they would strongly deprecate the inference that in such applications the Committee in any way concurred in the passing of the Tariff Bill at Simla.

The wording of the 2nd paragraph of the Chamber's letter of 28th August may possibly have led to the misapprehension; but the real meaning of that paragraph

was that, while the Tariff Act was passed at Simla to avoid further delay, the Chamber deprecated the departure from the understanding that no legislative measures affecting commercial interests would be passed except at meetings of the Council where non-official members could be present and take part in the discussion thereon.

*From the Govt. of India to Chamber of Commerce.*

*Fort William, 26th November* 1875.

I am directed by the Hon'ble the President in Council to acknowledge the receipt of your letter dated 4th November 1875, on the subject of the Indian Tariff Act 1875.

## ADMINISTRATION OF THE CUSTOMS.

At the last general meeting of the Chamber the President's address included a reference to the unsatisfactory manner in which business was conducted at the Custom House, the uncalled-for and vexatious changes that had been introduced there, and the general dissatisfaction occasioned thereby.

The remarks of the President having attracted the notice of His Excellency the Viceroy and His Honor the Lieutenant-Governor, the Committee were called upon by the latter to state to what the President referred, and the following correspondence ensued.

*From Private Secretary to Lieutenant-Governor, to the Chamber.*

*Darjeeling, 18th May,* 1875.

With reference to the remarks of the Chairman in the second page of the Report of the Bengal Chamber of Commerce from the 1st of November 1874 to 30th April 1875 on the subject of altered relations between that body and the Customs authorities, I am desired by the Lieutenant-Governor to ask you to have the goodness to state to what these remarks refer, as no complaints have been made to His Honor.

*From Chamber to the Private Secretary.*

*Calcutta, 22nd May* 1875.

In reply to your note regarding the remarks made by the late President of the Chamber as Chairman of the Meeting held on the 5th instant, with reference to the somewhat changed relations between the Chamber and the Customs authorities, I would beg attention to the succeeding observations which fell from Mr. Murray, and which clearly indicated that the change alluded to was a want of that harmony between the Chamber and the Collector which had previously characterised their business relations.

The matter contained in the body of the Report will show His Honor that several references had been made during the course of the last year from the decision of the Collector to the Board, and in some instance to the Governor of Bengal, and I presume that it was with special regard to these references that Mr. Murray's remarks were made.

Mr. Murray having left for England I am unable to communicate his own explanation, but I believe the above reply represents his meaning.

Should His Honor wish any further expression on the subject from the present Committee I will lay the matter before them, but I trust this will not be necessary as I feel assured that in future the good understanding that should always exist between the Collector and the Chamber will be maintained.

*25th May* 1875.

I am desired by the Lieutenant-Governor to acknowledge your letter of the 22nd May and to convey to you His Honor's thanks for the same.

*From Chamber to the Private Secretary.*

*Calcutta, 1st June* 1875.

At the usual weekly meeting of the Committee of the Chamber of Commerce held on Saturday the 29th ultimo, I submitted your note of the 18th, and my reply to it, regarding certain remarks made by the Chairman of the general meeting of the Chamber on the 5th idem.

The Committee understand from your acknowledgment of my answer that the Lieutenant-Governor apprehends the nature and scope of the remarks in question, but, since His Honor has introduced the subject, they desire me to take the opportunity of stating that the hindrances to business of which the late Committee complained continue to exist, that the duty therefore devolves upon the present Committee of supporting their predecessors

in urging upon Government the necessity for reform in the Custom House administration. Beyond the rigid adherence to forms, and vexatious interpretations of the law, which have formed the subject of common complaint, there are many matters of detail, with which I will not now trouble you, but which the Committee are prepared to bring forward at the proper time. Dissatisfaction upon these points is, as the Chairman at the Chamber's last general meeting observed, so wide-spread that no doubt can exist as to the expediency of investigating the complaints. An opportunity of doing so now appears to present itself. The Board of Revenue has already (see page 96 of Chamber of Commerce last Report) offered to discuss with the Chamber the adjustment of the daily Import and Export lists, and the Committee would suggest that the Board be instructed to extend its enquiries so as to embrace all points relating to Custom House organization, with a view to their re-adjustment upon a basis such as will better satisfy public convenience and introduce a more harmonious relationship with the Custom House than can exist under the present rules.

*Darjeeling,* 11*th June* 1875.

I am desired by the Lieutenant-Governor to acknowledge with thanks your letter of the 1st instant.

*From Government of Bengal to Chamber.*

*Calcutta,* 17*th June* 1875.

With reference to the remarks made by the President of the Chamber of Commerce in his opening address to the Members at their half-yearly meeting on the 5th May

last, regarding the alleged changed relations between the Chamber and the Customs authorities, I am directed to forward the accompanying extract, paras. 1 and 2, from a letter* from the Government of India, Department of Revenue, Agriculture and Commerce, and to request that the Committee of the Chamber of Commerce will favor the Lieutenant-Governor with a report showing in what manner the recent changes in forms and procedure ordered by the Supreme Government in consequence of the reorganization of the Statistical Department, to which it is presumed the President referred, have interfered with the business of merchants with the Custom House.

* No. 322 dated 10th June 1875.

2. His Honor would also be glad to receive an expression of the Committee's opinion as to how the difficulties complained of could best be removed.

*Extract from a letter from Government of India, to the Government of Bengal, 322 dated Simla, 10th June 1875.*

Para. 1. I am directed to invite attention to the passage extracted in the margin from page 2 of the Report of the Committee of the Bengal Chamber of Commerce for the half-year ending the 30th April last, and to state that it has occurred to the Governor General in Council that the dissatisfaction of the Chamber with the mode of transacting the Custom House

There are none of us who have not, to a greater or less degree, experienced the difficulty that now exists in the transaction of our Custom House business, owing to the arbitrary, and at the same time useless, changes that have been lately made, and the high handedness with which the Customs law is now administered. No one who has read the last notification in the papers from the Officiating Collector, bristling all over, as it is, with threats of fines, and penalties, or who will read the record of the two cases as stated in our report, will any longer wonder at the wide-spread dissatisfaction that is everywhere expressed.

business referred to, may be partly due to the changes in forms and procedure rendered necessary by the reorganization of the Statistical Department.

2. I am therefore to suggest that it might be well to ascertain directly from the Chamber of Commerce whether it is anything in the new arrangements ordered by the Government of India that they complain of, as, if so, His Excellency in Council would be glad to give their views his best attention, or whether it is solely with the manner in which the changes were carried out by the local officials that they were dissatisfied. In the latter case His Honor the Lieutenant-Governor would of course deal with the matter.

*From Chamber to Govt. of Bengal.*

*Calcutta, 2nd July* 1875.

I am directed by the Committee of the Chamber of Commerce to acknowledge your No. 1496 of 17th ultimo, forwarding extract of a letter from the Government of India with reference to the remarks made by the late President of the Chamber at the half-yearly meeting in May last on the subject of the changed relations between the Chamber and the Customs authorities.

With reference to the dissatisfaction which has been caused from the change of forms and procedure it has been two-fold,—arising, (1) from the actual changes themselves which have largely and, as the Committee believe, unnecessarily increased the work of merchants, and (2) from the arbitrary manner in which the changes were carried out by the Collector.

In reply to paragraph 2 of your letter I am directed by the Committee to state that in their opinion much of the dissatisfaction which exists might be obviated by the abolition of the summary which is now required to accompany each pass for import and export cargo.

This summary is not only very objectionable as entailing an increase of 50 per cent. to the work of importers, but is also useless, inasmuch as it contains no more information than the pass to which it is attached. The only possible apparent reason for its being demanded is that either the Custom House establishment or that of the Statistical Department may be saved the trouble of abstracting from the passes the information it contains. This, the Committee submit, is not a sufficient ground for not only burdening merchants with extra work in their own offices, but also for subjecting them to material delays and inconveniences at the Custom House in the clearance of their goods.

The evils of the summary are as follows :—

*First.*—The merchant is compelled to make three copies of the pass for goods instead of two.

*Second.*—The fact of there being three copies of the pass to examine at the Custom House instead of two entails delay, which under the new port regulations is apt to cause actual loss to importers, by rendering them liable to heavy wharf rent.

*Third.*—A portion of the Custom House staff, which is already weak, is employed in examining these summaries to the detriment of other work.

To counterbalance these three substantial objections there is only the saving of work to the Custom House or Statistical Department, which the Committee submit should not fall upon merchants.

There are also objections to the details which merchants were called upon to furnish by the Schedule attached to the notice of 17th February last, but as this Schedule is under revision by the Statistical Department the objectionable details will doubtless be waived.

The abolition of the summary would, therefore, the Committee believe, obviate much of the dissatisfaction arising from the new forms, but at the same time they desire me to state that the scope of the late President's remarks extended beyond this, and they believe that a revision of the Customs Act is necessary to promote a better understanding between the Collector and the Chamber. They have already addressed a letter on this subject to His Honor of which I annex copy, and they desire me to express a hope that the matter will have His Honor's early attention.

## THE CUSTOMS DAILY REPORTS.

SHORTLY after your Committee came into office they took up the question of the publication of the daily import and export lists at the point where it had been left by their predecessors, and the result of their action in the matter is recorded in the following correspondence.

*From Chamber of Commerce to Board of Revenue.*

*Calcutta, 28th April* 1875.

I am desired by the Committee of the Chamber of Com-

merce to acknowledge the receipt of your letter No. 451 of the 21st instant, relative to the proposed appointment of a Committee of merchants interested in the various branches of the trade—imports, exports and shipping—to co-operate with the Collector of Customs in preparing a form of daily lists that would be generally accepted and in reply, to inform you that while they concur in the suggestion, they have thought it better—on the eve of retirement from office immediately—to leave the selection of representative members to their successors by whom the matter will no doubt be promptly taken up.

*Calcutta, 7th June* 1875.

In continuation of my letter of 28th April I beg to state for Mr. Dampier's information that the present Committee of the Chamber are having under consideration the replies of members on the subject of the Customs Daily Import and Export lists, and that they hope to be in a position shortly to avail themselves of Mr. Dampier's invitation to discuss that question in the manner proposed by him.

*Calcutta, 21st June* 1875.

The Committee of the Chamber of Commerce desire me to follow up my letter of 7th instant by saying that they are ready to place themselves at the Board's disposal for the purpose therein referred to; but they suggest that that discussion be postponed until they receive an answer to a reference made to His Honor the Lieutenant-Governor, copy of which is herewith forwarded.

*(The letter dated 1st June is given in preceding paragraph; page 23.)*

*Calcutta, 12th August* 1875.

The Committee of the Chamber of Commerce desire me to say that, as they have not received a reply to their communication to His Honor the Lieutenant-Governor, copy of which was forwarded with my letter of 21st June, and that as it is desirable to avoid any further delay in discussing with the Board the matter of Custom House publications—especially as futher references as to classifications have been made to the Chamber—they will be glad if the Hon'ble Mr. Dampier will make it convenient to carry out his purpose of receiving the Chamber's representatives.

*From Board of Revenue to Chamber.*

*Calcutta, 23rd August* 1875.

With advertence to your letter dated 12th instant, I am directed to state that the Member in charge understands the wish of the Chamber to be that effect should be given to the proposals contained in the Board's letter No. 451 dated 21st April as to appointing a Committee to revise the form of lists of Daily Imports and Exports. If the Chamber will be good enough to nominate their representatives, the Member in charge will associate them with the Collector of Customs and with two or three others, members of the mercantile community, who may be willing to give their assistance in the matter.

*Calcutta, 25th August* 1875.

I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 937 of 23rd instant, and to state for the information of the Board that Mr. E. C. Morgan—their President—and Mr. J. Morison of Messrs. Ker, Dods & Co., will be glad to act as their representatives on the Committee to settle the Customs Daily Lists.

*From Board of Revenue to Chamber.*

*Fort William, 2nd September* 1875.

In reply to your letter dated 25th ultimo, I am directed to forward for the information of the Chamber, copy of a letter which the Member in charge has caused to be addressed to the Collector of Customs this day. The Collector will communicate further with the gentlemen who have consented to give him their assistance on the Committee.

*From Board of Revenue to the Collector.*

*Fort William, 2nd September* 1875.

With reference to your predecessor's letter No. 182, dated 9th April last, I am directed to forward for your information, copy* of a letter which the Member in charge caused to be addressed to the Chamber of Commerce, on the subject of the revision of the forms in which the Daily lists of Imports and Exports are published.

* No. $\frac{B}{451}$ dated 21st April last.

2. The Chamber have accepted the proposal made by the Member in charge, and have nominated their President, Mr. E. C. Morgan, and Mr. J. Morison of Messrs. Ker, Dods and Co., to act as their representatives on the Committee, to assist you in revising the forms in question. Mr. Robert Stewart of Messrs. Gladstone Wyllie and Co., and Mr. R. Steel of Messrs. Cox, Steel and Co., have also, at Mr. Dampier's request, expressed their willingness to sit on the Committee.

3. The Board's letter No. 451, dated 21st April, seems to contain all that is necessary for the guidance of the Committee. Their object will be to take into consideration the interests of the different classes of subscribers to the Daily Lists, and to devise such new forms or to introduce such modifications into the present forms, as shall on the whole be best calculated to meet the convenience of all the classes interested; and, in so doing, the Committee will no doubt give due weight to the consideration that the form adopted for these Daily lists will be of importance to you in the preparation of other statistics.

4. The Member in charge requests that you will put yourself in communication with the four gentlemen who have been named above, (to whom copies of this letter and of its enclosure have been furnished,) and arrange with them for carrying out the revision. You will be good enough to report to the Board the conclusions which may be arrived at.

*From Board of Revenue to Chamber.*

*Fort William, 30th October* 1875.

In forwarding a copy of the correspondence noted on the margin* on the subject of the introduction of certain changes in the Daily Import and Export lists in use at the Calcutta Custom House the Member in charge desires me to convey his thanks to Messrs. Morgan and Morison for their assistance in the matter.

* Calcutta Customs Collector's letter No. 472, dated 21st September 1875, and Board's reply.

*From Collector to the Board.*

*Fort William, 21st September* 1875.

With reference to your letter No. 357 B. of the 2nd instant I have the honor to submit a report of the proceedings of the Committee who met to assist me in recasting the Daily Import and Export Lists.—

*2nd.* The following were the additions and alterations asked for.

1*st.* That importers be required to give the size of their grey goods in length by yards and width by inches, and not to use fractional denominations such as $\frac{5}{8}$, $\frac{7}{8}$, &c.

*2nd.* That Jacconets should be separated from Tanjibs.—

Dhooties. ,, ,, Sarees.

3*rd.* That all Turkey Red Goods should be specified as such.

4*th*. That the yardage of Melton cloth and number of pieces of Melton shawls should be quoted :

5*th*. And that under the head of all other articles in the case of any importation of the value of upwards of Rupees 3,000 the names of importers should be added.

It was not considered necessary to give any further details in the classification of Grey or Bordered Dhooties, nor the weight of Bordered Grey Goods.

*Exports.*

6*th*. The only change that appeared necessary is that Gunnies should be divided into bags and cloth, separating *handloom* from *powerloom* manufacture.

3. These alterations are so few and so easily arranged for that I was able at once to undertake that they should be made.

4. The attention of the Committee was given to the questions :—

1*st*. As to the advisability of the daily publication of Import manifests. There appeared to be considerable diversity of opinion on this point, but as the representatives of the shipping interest said that it was of importance to them and the remainder did not object to the publication, it was decided that it was unnecessary to withdraw the publication of information to which the subscribers had become accustomed.

2*nd*. As regards the export manifest, it was urged that much advantage would be gained if the agents of the ship could be allowed to file a really correct manifest

within a certain number of days, say 3 clear working days after the clearance of the ship under some guarantee, or penalty, enforceable in case of non-compliance. I pointed out to the Committee that under Sections 126, 128 and 129 of Act. VI. of 1863, the law as it now stands, would require recasting; at present the manifest must be filed at the time of requesting a port clearance, and though there is some license allowed on this point still no ship is allowed to get her clearance paper finally till the manifest is filed.

5. I do not consider, provided that the Collector of Customs is armed with sufficient authority to enforce what is necessary, that the request is unreasonable, and also I consider that it would be advantageous to this office and the public alike, if a carefully prepared and correct manifest were put in 3 days after the ship's departure, instead of a hastily prepared and incorrect and at the time of departure as is generally the case now. To this end I would recommend that the Collector be empowered, when he shall think fit, upon a deposit of Rs. 1,000 by the agents, to be forfeited in case of non-compliance, or commutable if the Collector sees reason to a fine of less amount, to allow the ship to obtain her outward clearance upon the condition that the Agents file a correct and true manifest within three working days after the ship has cleared. It will prove a great boon to the shipping interest, and for all essential purposes it will not in any way cause inconvenience to this office.

6. Sections CXXIX might be supplemented thus.

Provided that it shall be competent to the Officer in charge of the Custom House to allow the export manifest

of a vessel to be filed by the Agents of such vessel within three clear working days after such vessel has cleared under a penalty not exceeding Rupees 1,000 or such guarantee as he may think fit.

*From Board of Revenue to the Collector.*

*Fort William, 30th October* 1875.

I am directed to acknowledge the receipt of your letter No. 472 dated 21st ultimo, submitting a report of the proceedings of the Committee who met to assist you in recasting the Daily Import and Export lists ; and in reply, to state that the Member in charge approves (as has already been communicated to you unofficially) of the changes which the Committee have proposed should be introduced in the present forms and practice of the Custom House. These are—

(1) That importers be required to give the size of their grey goods in length by yards and width by inches, and not to use fractional denominations such as $\frac{5}{8}$, $\frac{7}{8}$ &c.

(2) That Jacconets should be separated from Tanjibs, and Dhooties from Sarees.

(3) That all Turkey Red goods should be specified as such.

(4) That the yardage of Melton cloth and number of pieces of Melton shawls should be quoted.

(5) And that under the head of all other articles in the case of any importation of the value of upwards of Rupees 3,000, the names of importers should be added.

2. The Member in charge also sanctions the continuance of the daily publication of import manifests referred to in paragraph 4 clause (1).

3. The proposal discussed in the latter portion of your letter, *viz :* to extend the time within which export manifests need be filed, is under consideration, and Mr. Dampier intends consulting the Customs anthorities at Bombay and Madras on the subject.

## THE CUSTOM HOUSE.

THE keeping the Custom House open during a portion of the Doorga Poojah holidays has again formed the subject of correspondence with the Government, and the Committee hope that the arrangements adopted on the recent occasion contributed to the convenience of those who had business to transact.

*From Board of Revenue to Chamber of Commerce.*

*Fort William, 21st June* 1875.

I am directed to inform you that your letter of the 25th January last to the address of the Secretary to the Government of Bengal, Judicial Department, relative to the opening of the Custom House during the Doorga Poojah holidays in October last, and the suggestion of the Board to disallow for the future the privileges granted on that occasion and merely to give facilities for entering and clearing vessels, has been referred to the Member in charge for an expression of his opinion.

2. Mr. Dampier sees nothing to be gained by following up any further the particulars which have been advanced by the Custom House authorities and criticized by the Chamber, but if the Chamber wish to have the experiment tried again on the same terms as last year he is ready to ask the Government to accede to their wishes.

3. The authorized Doorga Poojah holidays this year are from Monday the 4th October to Saturday the 15th, inclusive; of these days it has been ascertained that this year, as is occasionally the case, five (from Wednesday the 6th to Sunday the 10th inclusive) are considered absolutely necessary for the performance of the religious rites of the Hindoos.

4. I am to enquire whether the Chamber would be satisfied by its being arranged that the Custom House should be kept open, under the same conditions as it was last year, during every day of the holidays, except from Wednesday the 6th to Tuesday 12th inclusive, *i, e.*, that it should be kept specially open under these arrangements on Monday and Tuesday the 4th and 5th, and on Wednesday, Thursday and Friday the 13th, 14th and 15th. These days have been suggested by the Collector of Customs as likely to be the most convenient on the whole, notwithstanding that the Luckee Poojah day, the 14th, is one of those on which it is proposed to keep his office open for business.

*From Chamber of Commerce to Board of Revenue.*

*Calcutta, 2nd July* 1875.

The Committee of the Chamber of Commerce direct me

to acknowledge the receipt of your letter No. 698 of the 21st ultimo, and to express their obligations to the Hon'ble Mr. Dampier for his readiness to ask the Government to accede to their wishes in the matter of keeping the Custom House open during a part of the Doorga Poojah holidays in October next.

The Committee believe that the mercantile community will gladly avail themselves of the opportunity of continuing their business during the holidays and under the same conditions as were observed last year; but they do not clearly understand (seeing that 5 days—from the 6th to 10th October inclusive—are allowed as absolutely necessary for Hindoo ceremonies) under what circumstances it is proposed to keep the Custom House closed on the two following days, the 11th and 12th as well, and they hope that it can be so arranged as to give merchants the advantage of those 2 days.

*Calcutta, 12th August* 1875.

The Committee of the Chamber of Commerce desire me to express their hope that their request as communicated in my letter of 2nd ultimo, regarding the Custom House being kept open during the Doorga Poojah holidays has received the Board's approval, and that His Honor the Lieutenant-Governor has been pleased to sanction the arrangements applied for.

*From Board of Revenue to Chamber of Commerce.*

*Fort William, 20th August* 1875.

With advertence to your letter dated 12th instant, I am directed by the Member in charge to forward for the information of the Chamber a copy of the papers marginally* noted, regarding the transaction of business at the Calcutta Custom House during the ensuing Doorga Poojah holidays, and to draw their attention to para. 2 of Government Order No. 2555 dated 11th idem.

* Extract, paras 1 to 4 of the Board's letter to Government, No. 528 B., dated 16th July 1875.
Government Order No. 2555, dated 11th August 1875.

*Extract from a letter from the Officiating Secretary to the Board of Revenue, L. P., to the Secretary to the Government of Bengal, Revenue Department, No. 528B., dated the 16th July* 1875.

Para : 1. With advertence to Government Order No. 1467, dated 8th April last, I am directed to state that the criticisms of the Bengal Chamber of Commerce on the reports of the Collector and Deputy Collector of Customs, Calcutta, regarding the result of the arrangements made for the transaction of business at the Custom House during the Doorga Poojah holidays, contained in the enclosure of the Government Order under reply, were forwarded to Mr. Maclean, the Officiating Collector, who has replied at some length, but the Member in charge thinks it very undesirable to follow the particulars of this discussion. He, therefore, does not trouble the Government with the Collector's reply.

Para. 2. The main point is that the Chamber of Commerce are anxious to have the experiment of keeping the Custom House open for business during a part of the Doorga Poojah holidays repeated this year on the same special conditions as last year. These special conditions were as noted in the margin, and the Member in charge thinks that the Government will be willing to accede to the request made by the Chamber.

1. Persons who had to pass goods for either export or import during the holidays were required to deposit with the Collector of Customs, before the commencement of the holidays, a receipt or guarantee from the Bank of Bengal for a specific amount, beyond which credit was not allowed.
(2.) No cash was allowed to be received on any account.
(3.) And a guarantee was taken from all merchants, firms and other persons who used the Custom House during the holidays for payment of the remuneration due to the Custom House officials who were obliged to attend on the dates on which the Custom House remained specially open.

Para. 3. The arrangement sanctioned by the Government last year in Government Order No. 3108 of 3rd August 1874, which was accepted by the Chamber in their letter to the address of Government, dated 27th July 1874, was founded on the general "principle that the Custom House shall be closed for seven days only during the Doorga Poojah festival, it being left to the Collector of Customs to determine the days each year." (*Vide* Board's letter to Government, No. 422, dated 8th July 1874, of which the proposals were accepted.) This year the holidays are from Monday the 4th to Friday the 15th October, inclusive. Of these, five days, from Wednesday the 6th to Sunday the 10th, inclusive, are absolutely required for the performance of the religious ceremonies of the Hindoos, and the 14th Thursday, is the Luckee Poojah day, which is ordinarily kept as a strict holiday. The Collector, however, whom the Member in charge has consulted, reports that, for the sake of giving the seven close

days consecutively, it would be advisable to keep the Custom House open on the Luckee Poojah day, and further recommends that the seven close days should be from Wednesday the 6th to Tuesday the 12th, inclusive, the Custom House being thus kept specially open for business on Monday and Tuesday the 4th and 5th, and from Wednesday the 13th to Friday the 15th up to 2 P. M., inclusive.

Para. 4. Mr. Dampier inquired from the Chamber whether they would be satisfied by this arrangement. The Chamber* while expressing their general acceptance of it, add that they do not clearly see under what circumstances it is proposed to keep the Custom House closed on the two following days, the 11th and 12th as well, and they hope it can be so arranged as to give merchants the advantage of those two days. This is going beyond what the Government sanctioned for last year, and the Member in charge leaves it to the Government to decide on general considerations whether the holidays of Government employés in the Calcutta Customs Collector's office shall be reduced to the days which are considered absolutely necessary for their religious observances. In that case they may fairly claim to have the office closed on Thursday the 14th for Luckee Poojah, notwithstanding that the Collector of Customs has somewhat weakened the force of the claim founded on the term required for religious observances by recommending that the office be kept open on that day so as to add one day to the consecutive days.

* *Vide* enclosed letter dated 2nd July 1875, from the Bengal Chamber of Commerce.

*From Offg. Under-Secy. to the Govt. of Bengal to Board of Revenue.*

*Calcutta, 11th August* 1875.

I am directed to acknowledge the receipt of your letter No. 528B, dated the 16th July, with its enclosures, and in reply to say that the Government of India will be asked to sanction this year the Board's proposal to carry out, during the approaching Doorga Poojah holidays, the arrangements experimentally sanctioned last year, under which the Custom House was closed for seven days only.

2. I am at the same time to request that you will be good enough to draw the attention of the Bengal Chamber of Commerce to their letter of the 25th January last, in which the Chamber asked for the renewal, this year, of the privilege granted last October, and to their letter of the 6th January 1874, in which, after discussing the claims of Government employés on the one hand, and the interests of commerce on the other, the Chamber arrived at the conclusion that seven days' holiday was an unavoidable minimum, and that, by the grant of this period, "no class privilege would be abrogated."

*From Chamber of Commerce to Board of Revenue.*

*Calcutta, 30th August* 1875.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt, on the 25th instant, of your letter No. 925 of 20th idem and its enclosures, relative to the transaction of business at the Custom House during the next Doorga Poojah holidays.

They note that the vacation will be held from Monday the 4th to Friday the 15th October inclusive, and that it is proposed to keep the Custom House open on the first 2 and last 3 days, with the view to meet the convenience of the trade of the Port.

They trust that due notice of the arrangement will be given in order that business in progress may not be interfered with by the withdrawal of the usual means of despatch for the entire intermediate week during which the Custom House will be closed.

## CUSTOMS ACT.

THE Committee's last report contained a correspondence with Government on the subject of duty paid inadvertently in excess of what was due. The case was subsequently submitted for the consideration of His Excellency the Governor General in Council, whose decision upholds the orders passed by the Government of Bengal.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 28th April* 1875.

The Committee of the Chamber of Commerce desire me to submit for the consideration of His Excellency the Viceroy and Governor General in Council the annexed correspondence, which has recently passed between His Honor the Lieutenant-Governor of Bengal and them-

selves, regarding certain provisions of the Consolidated Customs Act, VI. of 1863, and their respectful request that His Excellency will be pleased to communicate the view which His Excellency may take of the case.

The circumstances which led to that correspondence may be briefly stated.

About 6 months ago a mercantile firm imported certain merchandise, paid duty on a declared value, and removed the goods to their own premises. *Four days* afterwards they discovered that, by an error on the part of their sircar—whose mistake was not detected by the Government appraiser, although he had invoice and samples, as well as the goods themselves, in his possession—the bulk of the goods had been considerably overvalued; they consequently forthwith applied for a refund of excess duty erroneously levied and paid: but their application was held by the Collector to be barred by section 62 of the Customs Act, and on appeal to the Board of Revenue, and subsequently to the Government of Bengal, the objection taken by the Collector was considered valid, and fatal to the importer's claim.

The case having been brought to the notice of the Committee of the Chamber they were of opinion that there was room for a furthur appeal to His Honor the Lieutenant-Governor, inasmuch as sufficient stress had not been laid on the provision contained in section 186. They therefore addressed His Honor, by whom the matter was referred for the opinion—not, as is usual, of the Advocate General, but—of the Superintendent and Remembrancer for Legal Affairs; but the reply of that officer being unfavorable to the Committee's interpretation of

the section, the Lieutenant-Governor was unable to modify the orders already passed.

Although the Government of Bengal are content to accept the opinion of the Legal Remembrancer, the Committee believe they are justified in adhering to their own construction of the section: and the following observations are submitted in support of their contention that the opinion upon which the Lieutenant-Governor's decision is based is at variance with both the letter and spirit of the Act.

The section in question has or has not some signification: if it has *not*, it is clearly out of place in the statute; if it *has*, the inquiry arises, what is its meaning? and in what manner and under what circumstances is it applicable?

Although it is comprised under the heading "Miscellaneous Provisions"—the several headings having been evidently employed with the view to group together sections bearing on special portions of the Act—the 186th section has as much legal force as any other: indeed the fact of its introduction among the "Miscellaneous Provisions" points strongly to the probability of its having been framed for the special purpose of meeting contingencies unprovided for elsewhere, and giving relief in exceptional cases. The Committee are unable therefore to admit that—as declared by the Legal Remembrancer—the section must be taken as *subject* to section 62: they incline to the opinion that it should be taken as *connected therewith*; and that circumstances may give it an overriding force.

That this was the intention of the legislature may be reasonably inferred from a comparison of its provisions with those of the section immediately preceding. If the former holds good for Government the latter holds good for the merchant: the one has the power to demand and recover payment of duties short levied, the other has the power to restore duties over levied: they are reciprocal obligations, fair alike to both interests, and common equity requires their impartial recognition.

The Legal Remembrancer is of opinion that the claim is barred by the 62nd section, the goods having been removed from the Custom House and no re-valuation being thereafter admissible: but the Committee submit that *re-valuation* is not the point at issue, as the importer adhered to the original valuation, but rested his claim on the result of its *inadvertent misapplication.*

It appears to the Committee that when cases arise which are fairly appealable under circumstances covered by the Act—inadvertence, error, or erroneous interpretation—a liberal construction of the law should guide the authorities in deciding differences between the merchant and the Government officials; and that if any reasonable doubt exists as to the true meaning of the law, and the good faith of the merchant is not discredited in a transaction in which he believes he has been hardly dealt with, the relief sought for by him should not be withheld.

The Committee therefore respectfully submit this reference for the favorable consideration of His Excellency, and for an authoritative interpretation of the sections which bear upon the case.

*From Govt. of India to Chamber of Commerce.*

*Simla, 25th June* 1875.

I am directed to acknowledge the receipt of your letter dated the 28th April 1875 to the address of the Secretary to Government in the Legislative Department, and in reply to state that His Excellency the Governor General in Council sees no reason for interfering with the orders passed by His Honor the Lieutenant-Governor in the matter to which your letter refers.

## Wharf rent charged by Port Commissioners.

It will be noticed from the following correspondence that in consequence of the Port Commissioners not recognising all the public holidays on which the Custom House is closed, consignees of cargo landed at the jetties have in some instances been charged with rent on packages which they could not clear owing to the suspension of business at the Customs; and that a satisfactory solution of the difficulty complained of has been obtained, by the Commissioners' engagement to remit the rent if sufficient proof be submitted that consignees have been unable to clear their goods owing to the Custom House being shut, and from no fault of their own.

*From the Chamber to the Port Commissioners.*

*Calcutta, 13th September* 1875.

It has been represented to the Committee of the Chamber of Commerce that considerable inconvenience arises from a want of uniformity of observance by the Port Commissioners of public holidays sanctioned by the Government of India.

The authorised holidays are 30 in number, but of these the Commissioners recognise only 20, as per Byelaw No. 20 of the Port Trust: and the consequence is that consignees of cargo landed at the Commissioners' jetties are charged wharf rent for 10 days during which they can take no steps for the removal of their goods.

As illustrating this I am instructed to bring to your notice that on the 24th of last month the Custom House was closed on account of the Hindoo festival Jummo Oostomee, but as that day is not recognised by the Port Commissioners it was included within the 48 hours allowed for clearance of goods before rent is incurred; so that merchants having goods landed on that day had to pay rent on packages which they could not possibly clear within the limited time.

Again:—there will be an authorised holiday on the 29th instant, on which day the Custom House will be closed; but as it is not recognised by the Commissioners, merchants will be in the disadvantageous position above noted.

And so as regards each day which the Port Commissioners hold to be a working day, but on which the Custom House is closed for business.

This matter was the subject of correspondence between the Commissioners and the Committee of the Chamber four years ago; and it is again submitted to the attention of the Commissioners with the view to their considering the expediency of amending their Byelaw in this respect.

If, however, the Commissioners should be of opinion that the existing number of holidays recognised by them should not be disturbed as regards their own establishment, the Committee submit that importers of goods landed at their jetties should not be charged with wharf rent on packages which cannot be cleared in consequence of the Custom House being closed.

*From the Port Commissioners to the Chamber.*

*Calcutta, 24th September* 1875.

In reply to your letter of the 13th instant regarding the holidays recognised by the Commissioners I am directed, in terms of a resolution passed upon the subject, to request the favor of your stating whether the matter complained of is really one of such practical inconvenience as to justify the Commissioners in taking, what they cannot but consider, a backward step.

2. I am to bring to the notice of the Chamber that the grant of the relief requested to consignees of cargo involves an additional burden to owners of ships; who will certainly object to their vessels remaining idle and

will therefore have to pay additional fees for working on the extra holidays it is now proposed to create.

3. I am also desired to invite the attention of the Chamber to the fact that by the new Custom House regulations for the Doorga Poojah holidays, the difference between the number of sanctioned Government holidays and those recognised by the Commissioners is reduced to five days.

*From the Chamber to the Port Commissioners.*

*Calcutta, 27th September* 1875.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 1444 of the 24th instant; and, in reply, to say that as their representation was based upon an actual instance of the practical inconvenience resulting from the arrangements of the Port Commissioners, there can be no doubt that the system in force is open to the objection advanced against it.

And I am to point out in answer to the 2nd paragraph of your letter that it was noti ntended by the Committee to throw any additional burden upon the owners of vessels discharging at the jetties, and that their proposition would not be attended with such a result. No extension of time for removal of goods is sought for: the work at the jetties and jetty sheds will proceed in ordinary course, and consignees will continue, as at present, to remove goods as early as may be practicable. All that the Committee ask is that consignees may not be charged rent over a period during which a Government regulation pre-

vents their taking the necessary steps for procuring delivery of their goods.

The Committee will be quite satisfied if the Port Commissioners, whilst granting the concession applied for, protect themselves with a reservation such as will provide that applications for remission of rent be accompanied by sufficient proof that removal could not have been effected within the allowed time; and they believe that this will commend itself to the Port Commissioners as an equitable adjustment of the question.

*From the Port Commissioners to the Chamber.*

*Calcutta, 6th November* 1875.

Your letter of the 27th September 1875 having been considered by the Commissioners at their last meeting, I am directed to inform you that the Commissioners are prepared to accept the proposal made by the Committee of the Chamber, and will remit the wharf rent if the application for remission is accompanied by sufficient proof that owing to the Custom House being shut the consignees have been unable, without any fault on their part, to clear their goods.

*From the Chamber to the Port Commissioners.*

*Calcutta,* 18*th November* 1875.

I am instructed to acknowledge the receipt of your letter No. 1641 of the 6th ultimo, and to express the satisfaction with which the Committee of the Chamber have received the decision arrived at by the Port Commissioners regarding the remission of wharf rent.

## LEGALITY OF PUBLIC HOLIDAYS.

THE subject of the following correspondence is commended to the attention of Members, as the question raised is an important one, *viz.*, whether holidays allowed by departmental orders of Government do not require the sanction of law.

The Bombay Chamber holds as illegal the practice of Banks requiring bills falling due on such holidays to be paid previously, and without rebate of interest; and your Committee concur in that view, for they think that a Government Notification is not sufficient to give legal force to the custom which similarly prevails in Calcutta.

*From Bombay Chamber of Commerce to Chamber of Commerce, Calcutta.*

*Bombay, 18th September* 1875.

A good deal of dissatisfaction exists amongst the mercantile community of this city at the frequent occurrence of holidays, not recognised by law, and at the illegal practice which obtains with the Banks of requiring bills falling due on such holidays to be paid previously, and that, too, without any rebate of interest being allowed.

The Committee have requested the local Banks to name the days during the year, on which they propose

to close on account of holidays, and if the Committee approve of the holidays so proposed, they intend applying to Government to take the necessary steps to give the holidays the sanction of law. A question, however, has arisen as to what measures are necessary to make the holidays legal,—whether an Act of the Legislative Council is necessary, or whether a resolution of the Governor in Council passed on the mere application of the local Chamber, and not by virtue of the powers contained in any Legislative Act, would be sufficient. Holidays are made legal in England either by Act of Parliament or by Royal Proclamation, but it appears to the Committee to be doubtful if a resolution of the local Government would be sufficient to make a holiday legal in this Presidency, unless the resolution was passed in pursuance of the powers conferred by a legislative Act.

The Committee will be much obliged to you by your informing them what course in respect to holidays is followed in Calcutta. If the holidays there have the sanction of law, the Committee will be glad if you will say under what Act the sanction is obtained, or, if sanctioned by a Government Resolution only, if your Chamber is quite satisfied that a Government Resolution is sufficient to legally authorized holidays. As regards rebate, the Committee presume that this is always allowed in Calcutta on bills falling due during holidays, not recognised by law, when payment is demanded in anticipation.

*Calcutta, 27th September* 1875.

The Committee of this Chamber have had under consideration your letter of the 18th instant as to the rule of your local Banks in respect of bills held by them falling

due on holidays not recognised by law, and they duly note the action which you purpose taking in the matter.

The practice here has been, from time immemorial, for bills falling due on days observed as public holidays to be taken up in anticipation, but without rebate of interest.

The observance of those holidays is authorised by the Government of India; a simple departmental order notifies the occasions on which all Public offices, except the Courts of Law and Department of Public Works, shall be closed for business; and as that order is observed by the Bank of Bengal, the Public Treasury and Public Department Office all the other Banks and commercial houses formally acknowledge it.

The Committee are not prepared to assert that the sanction of a Government Notification is sufficient to legalise such holidays as may be officially announced: they are rather inclined to the opinion that it is *not* sufficient, and that non-payment of a bill falling due on such days would not amount to dishonour, nor give the holder a legal right to adopt the course usually taken in ordinary course of business: but to the best of their belief the question has never been raised, and the custom which has been observed for a long series of years has not been disturbed in any instance of which they have any knowledge.

## NEW TELEGRAPH RULES.

THE result of the conference held at St. Petersburg six months ago has not yet been officially communicated to the Chamber, but as it has been otherwise announced that several material amendments of the system hitherto existing were then adopted, and that the new rules would take effect from the 1st January next, the Committee were of opinion that the introduction of such changes at so short a notice would be productive of very serious inconvenience to the commercial community, and, for the reasons given in their letter to Government, they applied for a suspension of the amended regulations until 1st May 1876.

It will be seen, however, from the Secretary of State's reply to the message sent by the Government of India that the operation of the St. Petersburg Convention cannot be delayed beyond 1st January, when the present rules, adopted by the conference held at Rome three years ago, will expire.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 22nd October* 1875.

Under date 13th March last, you were good enough to inform the Committee of the Chamber of Commerce that

their letter of 6th idem would be forwarded to Her Majesty's Secretary of State for consideration.

The Committee's letter had reference to the proposed telegraph conference to be held at St. Petersburg in May, and indicated the points which they were requested by you to submit.

Although the result of the conference has not been officially communicated to this Chamber, the Committee are in possession of general information respecting the new rules and regulations then adopted, and which has recently reached them through other channels.

In their letter of 21st January to your address the Committee expressed a hope that, as soon as they came into operation, sufficient notice would be given of any alterations of the existing system, to enable the commercial public to amend their telegraph codes in consultation with their home and foreign correspondents in time to meet the changes that might be determined upon at the conference.

The Committee now learn with regret that the alterations adopted by the international convention are to come into force from the 1st January next, a date much too early to admit of merchants being ready to meet the changes that have been introduced, and which necessitate the revision and remodelling of their codes.

The Committee therefore submit that an extension of time is absolutely necessary to enable merchants in India to amend the codes with which they communicate and transact business with distant correspondents, and they

respectfully request His Excellency the Governor General in Council will be pleased to apply for a suspension of the introduction of the new rules until the 1st May next.

The Committee believe that the Foreign States would not withhold their consent if communicated with by the Secretary of State for India; and if His Excellency in Council favorably entertains their present urgent application they trust the Marquis of Salisbury may be addressed by telegraph and His Lordship moved to send a reply by the same means.

*From Govt. of India to Chamber of Commerce.*

*Calcutta,* 11*th November* 1875.

I am directed to acknowledge receipt of your letter of the 22nd ultimo, and am directed by the Hon'ble President in Council to state that the Secretary of State has been requested both by letter and telegram to arrange to delay the introduction of the provisions of the St. Petersburg telegraphic convention till 1st May next, as requested.

*From Govt. of India to Chamber of Commerce.*

*Fort William,* 19*th November* 1875.

In continuation of my letter No. 405 T. of the 11th instant, I am directed by the Hon'ble President in Council to forward for the information of your Chamber, copy of a telegram dated 18th November 1875 from the Secretary of State for India, intimating that the operation of the St. Petersburg Convention cannot be delayed beyond 1st January next.

*18th November* 1875.

Yours tenth:—operation of Petersburg Convention cannot be delayed beyond first January, when Rome working rules will expire.

The following subjects call for no introductory remarks :—

## NIGHT WORK AT THE JETTIES.

*From the Port Commissioners to the Chamber.*

*Calcutta, 11th June* 1875.

I am directed to ask you to be good enough to obtain and favor the Commissioners with an expression of the opinion of the Committee of the Chamber of Commerce on the subject of night work at the jetties, which has lately been pressed upon the attention of the Commissioners. The Committee of the Chamber are probably aware that although night work has, from time to time, been allowed in the discharge of steamers at the jetties, it has not hitherto been in existence as a regular system, but has rather been regarded as a privilege to be granted only under exceptional or pressing circumstances and upon special application in each case. It is now, however, desired by some agents of steamers regularly trading to this Port, that the system of night work should be more largely developed, should become the rule rather than the exception, that in fact every consignee and commander of a vessel desiring to work at night shall be allowed to do so. The Commissioners are not prepared to bind themselves unconditionally to permit night work in all cases where it is ap-

plied for, but as the experience of the last few months has shown that it may be carried on much more largely than has hitherto been the case with a profitable result, the Commissioners are disposed to sanction it at all times when their jetty staff are not too closely occupied in ordinary day work. Before coming to a final decision, however, the Commissioners would be glad to learn, through your Committee, the opinion of the mercantile community on the subject—especially of that portion of it more exclusively engaged in import business—as it has been represented to them that whatever ships may gain by night work in the way of more rapid discharge, the system is one on which importers have a right to be heard, owing to the increased risk of rough usage, damage and pilfering to which their packages are thereby exposed.

*From Chamber to Port Commissioners.*

*Calcutta, 19th June* 1875.

I have submitted for the consideration of the Committee of the Chamber of Commerce your letter No. 619 of the 11th instant on the subject of night work at the Commissioners jetties, and am directed to communicate their reply in the following remarks.

It appears to the Committee that while the adoption of the system which has been pressed upon the Commissioners' attention would obviously involve material benefit to vessels discharging at the jetties, consignees of cargo would be placed at a great disadvantage and exposed to serious results from risks inseparable from night work. The numberless inconveniences which already attend the discharge of cargo by day light would be largely increas-

ed, and in the absence of sircars and other establishment, importers' interests would not be adequately protected against rough handling of packages, damages and pilfering. These mischievous practices are of notorious occurrence even under the present system, and there is much reason to apprehend they would be greatly aggravated by night work.

These are drawbacks by which the proposed arrangement would inevitably be accompanied, and the Committee cannot but regard them as objections sufficiently grave to prevent consignees of cargo being reconciled to them.

At the same time the Committee are of opinion that the Commissioners could elaborate some plan by which the interests of all concerned may be simultaneously advanced and protected.

The proposed arrangement would manifestly secure to shipping more rapid discharge and consequent economy of time and reduction of expenses in port, and at the same time increase the profitable employment of the Commissioners' jetty appliances, whilst the interests of importers are likely to suffer for reasons already stated: it therefore appears to the Committee that the Commissioners should give consignees of cargo a complete indemnity against all ship damage and injury to property sustained in course of delivery from ship to jetty sheds and while in the Commissioners' custody.

The Committee are also of opinion that the time for removal of goods landed at night should be extended so that importers may be placed in no worse position than at present.

## HOOGHLY BRIDGE TOLLS.

*From Chamber to Port Commissioners.*

*Calcutta, 7th June* 1875.

THE Committee of the Chamber of Commerce are of opinion that sufficient time has passed since the Hooghly Bridge Act came into operation to justify inquiry into the practical results of that measure; and they therefore direct me to request you will oblige them by separately stating the amount of tolls levied on passenger, merchandise and other traffic passing over the Hooghly Bridge since the 1st January: and the charges incurred in maintaining the Bridge and meeting the demands of Government in connection with it during the same period.

*From Port Commissioners to Chamber.*

25*th June* 1875.

In reply to your letter of the 7th instant, requesting to be furnished with a statement showing the income and expenditure on account of the Hooghly Bridge, I am directed in terms of a resolution passed by the Commissioners on your letter under reply, to refer you to the *Calcutta Gazette* in which the returns of local traffic passing over the Bridge are weekly published for general information. A statement of the sums received from the East Indian Railway Company on account of railway traffic passing over the Bridge is forwarded herewith.*

* Rs. 79,901-2-0 from 1st January to 30th April.

*From Chamber to East Indian Railway.*

*Calcutta, 7th June* 1875.

I am instructed by the Committee of the Chamber of Commerce to say that in their opinion sufficient time has passed since the levy of the Hooghly Bridge Tolls under your public notice dated 21st December last to justify an inquiry into the practical results of that measure: and that they will be greatly obliged by your assisting them in their endeavour to ascertain to what extent it has realised the object of Government in imposing the terminal charge on passenger and goods traffic by the East Indian Railway. Will you therefore do them the favor of stating separately, the amount of pontage received from traffic booked to Howrah and Calcutta respectively, and whether in your judgment the terminal charge has been the direct occasion of diverting traffic from the railway into other channels of transport. If that has been the result, and if you have no objection to disclose it, will you be so good as to state the extent to which the railway receipts have been prejudicially affected?

*From East Indian Railway to Chamber.*

*Calcutta, 9th June* 1875.

In reply to your letter of the 7th instant, asking for information as to the effect on the Company's traffic by the opening of the Hooghly Bridge and the charges for crossing the same, I beg to append a memo. shewing the amounts paid by the Company to the Government of

Bengal as pontage on the goods traffic booked to and from Howrah and Calcutta since January last.*

The Company also pays pontage according to schedule on passenger traffic, but makes no addition to the fares to or from Howrah, so it is probable such traffic has been assisted by the facilities offered by the bridge. Passengers are not now booked to or from the Armenian Ghat station.

The following is an extract from a letter from the Traffic Manager :—

As regards goods traffic, I think we may safely say that the traffic has not been diverted to other routes by the opening of the bridge. Up to the W. E. 12th June, our total traffic had exceeded that of 1873 by over 1,05,000 tons.

The following statement of in and out traffic to Calcutta and Howrah for 1873, and this year will show that the trade to the port by rail has increased rather than been drawn away by the bridge.

| | 1873. | 1875. |
|---|---|---|
| | Tons. | Tons. |
| Calcutta traffic "In" from 1st January to 29th May ... | 3,068 | 3,354 |
| Howrah traffic "In" 1st January to 29th May, ... ... | 2,45,699 | 2,73,519 |
| Total "In" | 2,48,767 | 2,76,873 |
| Calcutta traffic "Out" 1st January to 29th May ... ... | 6,216 | 4,669 |
| Howrah traffic "Out" 1st January to 29th May .... ... | 75,421 | 86,745 |
| Total traffic "Out" | 81,637 | 91,414 |

* Rs. 75,879-1-6 from 1st January to 30th April.

There having been an exceptional traffic in 1874 due to the famine, the figures for that year would offer no fair criterion and have not been taken.

## Stamped paper for Bills of Lading.

*From Board of Revenue to Chamber.*

*Fort William, 26th April* 1875.

WITH advertence to your letter dated 20th January last, I am directed to state for the information of the Chamber that the Government of India have ordered the use of the stamped paper of which I enclose another specimen for Bills of Lading, remarking that the weight of it if posted even with an additional sheet of letter paper would be below half an ounce, the minimum weight on which postage is charged for most foreign commercial countries.

2. The Member in charge, however, desires me to point out that the public are not by law compelled to use paper upon which a stamp has previously been impressed. Under the provisions of Section 5 (B) Act XVIII of 1869, those who prefer to do so may still take the paper on which the Bill of Lading has been written to the Collector in order that the stamp may be denoted on it, as prescribed in the Notification * of the Government of India No. 1510 dated 14th March 1871.

* *Vide* Page 603 of the *Calcutta Gazette* of 22nd March 1871.

*From Chamber to the Board of Revenue.*

*Calcutta, 4th May* 1875.

The Committee of the Chamber of Commerce desire

me to state in reply to your letter No. 473 of 26th ultimo that they see no objection to the paper ordered by the Government of India for Bills of Lading: but that merchants will, as a rule, prefer to use their own particular forms of shipping documents and adopt the usual course of having them stamped.

The specimen of stamped paper is herewith returned.

## Light-houses on Cape Comorin and the Coast.

*From Govt. of India to Chamber of Commerce.*

*Simla, 11th August* 1875.

I am directed to forward copy of a note drawn up in this office embodying the opinions of several authorities as to the necessity of providing light-houses at Cape Comorin and Muttum, and to request that the Government of India may be favoured with an expression of the opinion of the Chamber on the following points, *viz*:—

(1). Are two first class lights really necessary for the southern extremity of the Peninsula? or

(2). Would one first class and one third or fourth class light suffice? or

(3). Would a single first class light suffice?

(4). The exact locality or localities where the light or lights should be placed; and

(5). The height of the light or lights above mean sea level, necessary to secure fully the objects which should be attained.

2. I am to beg that the reasons for the answers given in each case may be fully stated.

*From Chamber of Commerce to Govt. of India.*

*Calcutta, 20th September* 1875.

The Committee of the Chamber of Commerce direct me to acknowledge receipt of your letter No. 226 of 11th ultimo, regarding the establishment of light-houses on Cape Comorin, and Muttum, or Cudiapatam Point, to enable vessels to guard against the dangerous sunken rock known as the "Crocodile" on the Travancore Coast.

In reply to your reference the Committee desire me to say that their own want of knowledge of the matter rendered it necessary to obtain the views of professional men competent to express opinions upon it, and that on applying to the Superintendent of the Peninsular and Oriental Company and to the Agents for the British India Steam Company for information from their officers, they learnt that reports had been submitted. It appears therefore unnecessary to trouble you with a recapitulation of opinions already in your possession.

With regard, however, to the establishment of a light-house on Cudiapatam Point, the Committee find by a notice recently published by the Marine Department that that work has been completed and a light exhibited since the 10th instant.

## MARINE SURVEYS.

*From Chamber to Port Commissioners.*

*Calcutta, 4th November* 1875.

In a letter dated 11th December 1872 the Government of Bengal forwarded, for the information of the Chamber of Commerce and for the expression of their opinion on the subject, a copy of Report of a Committee on the circumstances attending the wreck of the ship "Ticonderoga;" also copy of the Lieutenant-Governor's letter, of same date, to the Government of India in the Marine Department, in which His Honor represented that the absence of a system of certificating sea-going ships of the Indian trade was much to be regretted, and solicited that the subject might be considered when the Merchant Shipping Act came before the legislature.

On the 16th September 1873 the Government of Bengal again addressed the Chamber, forwarding copy of a Resolution, of same date, as to the modes, rules and practice of Marine Surveys made in this port, and the responsibilities of the surveyors, in cases where the law requires such survey, and on which His Honor recorded his views on the general question which had come before him in consequence of other disastrous occurrences.

That Resolution was the subject of a Report by a Sub-Committee of the Port Commissioners; and of a representation by the Committee of the Chamber dated 5th November 1873.

No further movement appears to have been made until August of the following year, when the Government of India communicated as follows with the Governments of Madras and Bombay upon the various points submitted by the Government of Bengal.

"After much discussion and deliberation regarding the enactment of a general consolidated law for the regulation of the mercantile marine in India, a Bill was drawn for this purpose and published in the *Gazette of India* of the 16th March 1867 as "the Indian Shipping Bill, 1867." This project of law was not proceeded with, the Secretary of State for India having requested that legislation in this country should await the result of the consideration by Parliament of a consolidated mercantile shipping law, which was then under preparation in England.

"In this position matters have since remained, legislation in India still awaiting the passing of the English law. The prospect of its enactment, however, seems remote, and meanwhile many cases have occurred from time to time, and have been referred to the Government of India as indicating the necessity of modifications in, and additions to, existing Indian laws on this subject. These references were held over, as received, for consideration when the Indian Shipping Bill should again come before the legislature; but they at length became so numerous that it was deemed advisable to see what cases might be met by immediate and separate legislation, without awaiting for the action of Parliament. The Government of Bengal was asked to state these cases, and the reply which has been received shows the measures which that Government desires to see enacted."

The attention of the Chamber having been directed to that communication, the Committee replied at considerable length, especially on the proposal to ensure a proper survey of ships.

Finally on the 9th February 1875 the Indian Merchant Shipping Act was passed; but no provision for survey was made, and in this respect matters stand where they were when the agitation commenced 4 years ago.

It appears to the Committee of the Chamber that the question of survey of vessels leaving Indian ports is too serious to remain unnoticed or undisturbed, and that early measures should be taken with the view to its recognition by the Government as an obligation of equal weight and importance as any of the other provisions of the Act.

In their letter of 5th November 1873 to the Government of Bengal the Committee of the Chamber expressed concurrence in the plan proposed by the Port Commissioners for the efficient survey of shipping, and that in their opinion the general economy of the system could not be entrusted to a better constituted or more competent authority than the Port Commission: but the Chamber have had no further communication with the Government on the subject and are not aware if any steps have been taken to give effect to their proposition, or to introduce any other scheme, with the same object in view: and the Committee will be glad to learn if the Commissioners are moving in the matter and can place at their disposal any information regarding it.

*From Port Commissioners to Chamber.*

*Calcutta,* 11*th November* 1875.

I am directed to acknowledge the receipt yesterday of your letter dated the 4th instant which will be submitted for the consideration of the Commissioners at their next meeting. In the meantime I beg to enclose copy of a letter recently addressed to Government inviting attention to the question of Marine Surveys in this Port, and of the reply received from Government which is the latest communication the Commissioners have been favored with upon this subject.

*From Offg. Vice-Chairman to Govt. of Bengal.*

*Calcutta,* 1*st October* 1875.

I have the honor to invite your attention to this office letter No. 4130 dated 23rd October 1873 regarding the modes, rules and practice of Marine Surveys in the Port of Calcutta, and to request the favor of your obtaining early orders of His Honor the Lieutenant-Governor on the subject of appointing competent surveyors under proper control for the performance of their duties.

*From Govt. of Bengal to Port Commissioners.*

*Darjeeling,* 15*th October* 1875.

In reply to your letter No. 1519 dated the 1st October 1875, I am directed to inform you that the views of the Calcutta Port Commissioners as embodied in Mr. Bruce's

letter No. 4130 dated the 22nd October 1873, together with the opinion of this Government, regarding the conduct of Marine Surveys in the Port of Calcutta, were laid before the Government of India in this office letter No. 4579 of 31st December 1873, and that it is understood that the Government of India has under consideration the whole question of consolidating and amending the existing law relating to merchant seamen, for which the survey of ships naturally forms a part.

## MEMBERS RETIRED.

Messrs. Pearce, Macrae and Co.

## FUNDS OF THE CHAMBER.

THE half-yearly balance of the Funds of the Chamber amounts to Rs. 1,514-10-10 exclusive of Rs. 10,000 in 4 per cent Government Securities.

E. C. MORGAN,

*President.*

# APPENDIX.

# FUNDS OF THE CHAMBER.

*Statement of the Funds of the Bengal Chamber of Commerce from 1st May to 31st October 1875.*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rs. | A. | P. | | Rs. | A. | P. |
| To Office Rent ... | ... | ... | | 900 | 0 | 0 | By Balance of 30th April 1875 : | | | |
| „ Establishment | ... | ... | | 7,161 | 0 | 0 | Cash in Bank of Bengal ... | 20 | 5 | 0 |
| „ Charges General . | ... | ... | | 3,841 | 4 | 5 | „ in hand ... | 1,419 | 10 | 3 |
| | | | | | | | Government Paper ... | 10,000 | 0 | 0 |
| | | | | 11,902 | 4 | 5 | | | | 11,439 15 3 |
| „ Balance— | | | | | | | „ Subscriptions ... ... | 8,132 | 0 | 0 |
| Cash in Bank of Bengal | 20 | 5 | 0 | | | | „ Receipts from Price Current | 3,645 | 0 | 0 |
| „ in hand ... | 1,494 | 5 | 10 | | | | „ Interest on Government Paper for Rs. 10,000 ... | 200 | 0 | 0 |
| Government Paper ... | 10,000 | 0 | 0 | | | | | | | 11,977 0 0 |
| | | | | 11,514 | 10 | 10 | | | | |
| | | | Rupees | 23,416 | 15 | 3 | | | | Rupees 23,416 15 3 |

CALCUTTA,
31st October 1875.

E. E.

H. W. I. WOOD,
*Secretary.*

**TONNAGE SCHEDULE** for the PORT OF CALCUTTA, adopted at a Special General Meeting of the Bengal Chamber of Commerce, held on the 12th February 1872, with effect from 1st September 1872, except as regards the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhea, Safflower, and other articles similarly packed, which, under the Chamber's Resolution of 14th June 1872 had effect from 1st July 1873.

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Aloes, in bags and boxes ... ... | 20 | ..... |
| Alum, in ditto ... ... | 20 | ..... |
| Aniseed, in bags ... ... | 8 | ..... |
| Arrowroot, in cases ... ... | ..... | 50 |
| Arsenic, in bags or cases ... ... | 20 | ..... |
| Asafœtida, in bags and boxes ... | 20 | ..... |
| Apparel, in boxes ... ... | ..... | 50 |
| Bark, in bags ... ... | 8 | ..... |
| Bees' Wax ... ... | 20 gross | |
| Barilla ... ... | 20 | ..... |
| Betel-nut ... ... | 20 | ..... |
| Books ... ... | ..... | 50 |
| Borax ... ... | 20 | ..... |
| Bran ... ... | 14 | ..... |
| Brimstone ... ... | 20 | ..... |
| Bullion ... ... | at per cent. | |
| Cake-lac, in bags ... ... | 16 | ..... |
| Camphor, in cases ... ... | ..... | 50 |
| Cardamoms, in robins ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Cassia, in boxes ... ... | ..... | 50 |
| ,, bags ... ... | 12 | ..... |
| Castor Seed ... ... | 15 | ..... |
| Chillies, (dry) in bags ... ... | 8 | ..... |
| China Root, in bags ... ... | 11 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Chiretta ... ... | ..... | 50 |
| Churrah ... ... | 14 | ..... |
| Cigars ... ... | ..... | 50 |
| Cloves, in bags ... ... | 8 | ..... |
| ,, boxes ... ... | ..... | 50 |
| Coals ... ... | 20 | ..... |
| Cochineal ... ... | ..... | 50 |
| Coffee, in bags ... ... | 18 | ..... |
| ,, casks ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Coral, rough ... ... | 20 | ..... |
| Coir, loose and unscrewed ... | 12 | ..... |
| Copras, or Cocoanut Kernel ... | 14 | ..... |
| Coriander Seed ... ... | 12 | ..... |
| Cotton ... ... | ..... | 50 |
| Cowries ... ... | 20 | ..... |
| Cummin Seed ... ... | 8 | ..... |
| ,, Black ... ... | 8 | ..... |
| Cutch, in bags ... ... | 18 | ..... |
| Dates, wet ... ... | 20 | ..... |
| ,, dry ... ... | 16 | ..... |
| Dholl ... ... | 20 | ..... |
| Elephants' Teeth in bulk ... ... | 20 | ..... |
| Furniture ... ... | ..... | 50 |
| Garlic and Onions ... ... | 12 | ..... |
| Ginger ... ... | 16 | ..... |
| Gram ... ... | 20 | ..... |
| Gums, in cases ... ... | ..... | 50 |
| Gunny Bags and Gunny Cloth ... | ..... | 50 |
| Gunjah ... ... | ..... | 50 |
| Hemp ... ... | ..... | 50 |
| Hides, Buffalo, or Cow, cured ... | 14 | ..... |
| Hoofs, Horn Shavings and Tips ... | 20 | ..... |
| Horns, Cow, Buffalo, or Deer ... | 20 | ..... |
| India Rubber, in bags ... ... | 16 | ..... |
| ,, in cases ... ... | ..... | 50 |
| Indigo ... ... | ..... | 50 |
| Iron ... ... | 20 | ..... |
| Jute ... ... | ..... | 50 |
| Jute Cuttings ... ... | ..... | 50 |
| Lac Dye ... ... | ..... | 50 |
| Lard ... ... | 20 gross. | |
| Linseed ... ... | 20 | ..... |
| Mace ... ... | ..... | 50 |
| Machinery ... ... | 20 | ..... |
| Metals ... ... | 20 | ..... |
| Mathie Seed ... ... | 18 | ..... |
| Mirabolams ... ... | 16 | ..... |
| Molasses ... ... | 2 puncheons or 4 hhds. | |
| Mother o'Pearl, in bags ... .. | 20 | ..... |
| ,, chests ... ... | 20 | ..... |
| Munjeet ... ... | ..... | 50 |
| Mustard or Rape Seed ... ... | 20 | ..... |
| Niger Seed ... ... | 20 | ..... |
| Nutmegs, in cases or casks ... ... | ..... | 50 |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Nux Vomica ... ... | 16 | ..... |
| Oats ... ... | 16 | ..... |
| Oil, in cases ... ... | ..... | 50 |
| „ casks ... ... | 4 hhds. | |
| Opium ... ... | per chest | |
| Paddy ... ... | 16 | ..... |
| Palmatine, in bags ... ... | 16 | ..... |
| Peas ... ... | 20 | ..... |
| Pepper, Long ... ... | 12 | ..... |
| „ Black ... ... | 14 | ..... |
| Planks and Deals ... ... | ..... | 50 |
| Poppy Seed ... ... | 20 | ..... |
| Putchuck ... ... | 10 | ..... |
| Rags ... ... | ..... | 50 |
| Raw Silk, in bales ... ... | 10 | ..... |
| Rattans for dunnage ... ... | 20 | ..... |
| Red Wood, ditto .. ... | 20 | ..... |
| Rhea ... ... | ..... | 50 |
| Rice ... ... | 20 | ..... |
| Rope, in coils ... ... | ..... | 50 |
| „ Lines and Twines, in bundles ... | 16 | ..... |
| Rum, in casks .. ... | 2 puncheons or 4 hhds. | |
| Safflower ... ... | ..... | 50 |
| Sago, in cases ... ... | ..... | 50 |
| Sal-amoniac, in bags ... ... | 20 | ..... |
| „ boxes ... ... | 20 gross. | |
| Saltpetre ... ... | 20 | ..... |
| Salt ... ... | 20 | ..... |
| Sapan Wood for dunnage ... ... | 20 | ..... |
| Sealing Wax, in cases ... ... | ..... | 50 |
| Seed-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ... |
| Senna ... ... | ..... | 50 |
| Shells, rough, in bags ... ... | 20 | ..... |
| Shell-lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |
| Silk Chussum ... ... | ..... | 50 |
| „ Waste ... ... | ..... | 50 |
| Silk Piece Goods ... ... | ..... | 50 |
| Skins ... ... | 14 | ..... |
| Soap, country, in cases ... ... | ..... | 50 |
| „ bags ... ... | 15 | ..... |
| „ bar ... ... | 20 | ..... |
| Stick Lac, in cases ... ... | ..... | 50 |
| „ bags ... ... | 16 | ..... |

| ARTICLES. | Cwt. per Ton Nett. | Cubic feet per Ton. |
|---|---|---|
| Sugar ... ... | 20 | ..... |
| Tallow, in cases or casks ... ... | 20 | ..... |
| Talc ... ... | 20 | ..... |
| Tamarinds, in cases or casks.. ... | 20 | ..... |
| Tapioca ... ... | ..... | 50 |
| Tea ... ... | ..... | 50 |
| Teel Seed ... ... | 20 | ..... |
| Timber, round ... ... | ..... | 40 |
| ,, squared ... ... | ..... | 50 |
| Tincal ... ... | 20 | ..... |
| Tobacco, in bales ... ... | 16 | ..... |
| Tortoise Shells, in chests ... ... | ..... | 50 |
| Turmeric ... ... | 16 | ..... |
| Wheat ... ... | 20 | ..... |
| Wool ... ... | ..... | 50 |

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight ; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term " dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

*Secretary.*

## SCHEDULE OF COMMISSION CHARGES,

*Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18th June 1861,—with effect from 1st January 1862.*

---

| | | | |
|---|---|---|---|
| 1. | On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... ... | 1 | per cent. |
| 2. | On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... | 2½ | „ |
| 3. | On purchasing ditto when funds are provided by the Agent ... ... ... | 5 | „ |
| 4. | On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... | 5 | „ |
| 5. | On returns for Consignments if made in produce ... | 2½ | „ |
| 6. | On returns of Consignments if in Bills, Bullion, or Treasure ... ... ... | 1 | „ |
| 7. | On accepting Bills against Consignments ... | 1 | „ |
| 8. | On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... | 2½ | „ |
| 9. | On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. | half com. | |
| 10. | On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent ... | 2½ | per cent. |
| 11. | On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other Commission is derived ... ... | 2½ | „ |

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ per cent.
13. On *del-credere* or guaranteeing the due realization of sales ... ... ... 2½ „
14. On the management of Estates for Executors or Administrators ... ... 2½ „
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... ... 2½ „
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ „
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive 5 „
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings .. ... 5 „
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ „
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... ... 2½ „
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. 5 „

If Opium, Indigo, Raw Silk, or Silk Piece Goods... 2½ „
If Treasure, Precious Stones, or Jewellery ... 1 „

22. On effecting Insurances, whether on lives or property ... .. ... ½ per cent.
23. On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium ... ... ... 2½ „
24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... ... 1 „
25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
    Or if recovered by such means ... ... 5 „
26. On Bills of Exchange returned dishonored ... 1 „
27. On collecting House Rent ... ... 2½ „
28. On ship's Disbursements ... ... 2½ „
29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „
30. On granting Letters of Credit ... ... 1 „
31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another ... ... ½ „
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ½ „
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. has been charged ... ... ... ½ „

☞ Brokerage when paid is to be separately charged.

H. W. I. WOOD,

*Secretary.*

# MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto A. and Co.
Apcar and Co.
Argenti, Schilizzi and Co.
Ashburner and Co.
Anderson, Wright and Co.
Balfour, J. *Offg. Agent, Oriental Bank Corporation*
Barlow and Co.
Begg, Dunlop and Co.
Bloch, J., *Offg. Manager, Comptoir D' Escompte de Paris.*
Borradaile, Schiller and Co.
Buskin, E. G.
Calder, G. L., *Offg. Agent of the Eastern Bengal Railway Company.*
Carlisles Nephews and Co.
Cochrane, S. *Manager, Agra Bank, Limited.*
Colvin, Cowie and Co.
Crooke, Rome and Co.
Cox, Henry S.
Cohn Brothers and Co.
DeSouza, Thos. and Co.
Duncan Brothers and Co.
Dwarkanath Dutt and Co.
Ede and Hobson.
Ernsthausen and Oesterley.
Ewing and Co.
Elliott, John and Co.
Ezra, E. D. I.
Fergusson, J. H. and Co.
Finlay, Muir and Co.
Gisborne and Co.
Graf and Banziger.
Graham and Co.
Grindlay and Co.
Gubbay, Elias S.
Henderson, George and Co.
Heilgers, F. W. and Co.
Hoare, Miller and Co.
Huber and Co.
Jardine, Skinner and Co.
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
Kerr, Tarruck and Co.
Lamouroux and Co.
Longmuir, T. *Manager, Delhi and London Bank, Limited.*
Lovell, H. P., *Supdt., P. & O. Steam Navigation Company.*
Mackillican, J. and Co.
Macallister, R. and Co.
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macneill and Co.
Macknight, Anderson and Co.
Moran, W. and Co.
Manockjee Rustomjee.
Morriss, E., *Agent, Hong-Kong and Shanghai Banking Corporation.*
Pearce, Macrae and Co.
Petrocochino Brothers.
Prawnkissen Law and Co.
Ralli Brothers.
Ralli and Mavrojani.
Reinhold and Co.
Robert and Charriol.
Rentiers and Co.
Robinson, S. H.
Reid, J. M., *Agent, Chartered Mercantile Bank of India, London, and China.*
Sagrandi, J. P.
Simpson J., *Agent, Chartered Bank of India, Australia and China.*
Steel, McIntosh and Co.
Schlaepfer, Putz and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Sassoon, David and Co.
Shaw, Finlayson and Co.
Thomas, J. and Co.
Turner, Morrison and Co.
Toulmin, L. W. and Co.
Tamvaco and Co.
Tambaci, Paul and Co.
Ullmann, Hirschhorn and Co.
Valetta N, J. and Co.
Weinholt Brothers.
Wilson, H. F.
Windram, J. *Manager, National Bank of India.*
Whitney Brothers and Co.
Williamson Brothers and Co.
Wiseman, Mitchell, Reid and Co.
Yule, Andrew and Co.

## RULES AND REGULATIONS

OF THE

# BENGAL CHAMBER OF COMMERCE.

*First* .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

*Second*.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

*Third*....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

*Fourth*....That candidates for admission as members of the Chamber shall be proposed and seconded by two members, and may

be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

*Fifth*.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

*Sixth* ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

*Seventh*... That the business and funds of the Chamber shall be managed by a Committee of not less than five nor more than seven Members, including the President and Vice-President, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Three to form a quorum.

*Eighth*.... Annual elections of President, Vice-President, and members of the Com-

mittee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

☞ *It is specially requested that before a Member is returned to serve on the Committee his nominator shall have ascertained his willingness to accept office in the event of his election by voting cards.*

*Ninth...* That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

*Tenth*... Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

*Eleventh.* That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

*Twelfth.* That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

*Thirteenth.* That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

*Fourteenth.* That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

*Fifteenth.* That General Meetings of the Chamber shall be held at such times as the Com-

mittee may consider convenient for the despatch of business.

*Sixteenth.* That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

*Seventeenth.* That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.

*Eighteenth.* That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

*Nineteenth.* That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

*Twentieth.* That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

*Twenty-first.* That the Chamber reserves to itself the right of expelling any of its members;

such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

*Twenty-second.* That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

*Twenty-third...* That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

*Cones and Co., No. 19, Loll Bazar.*

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